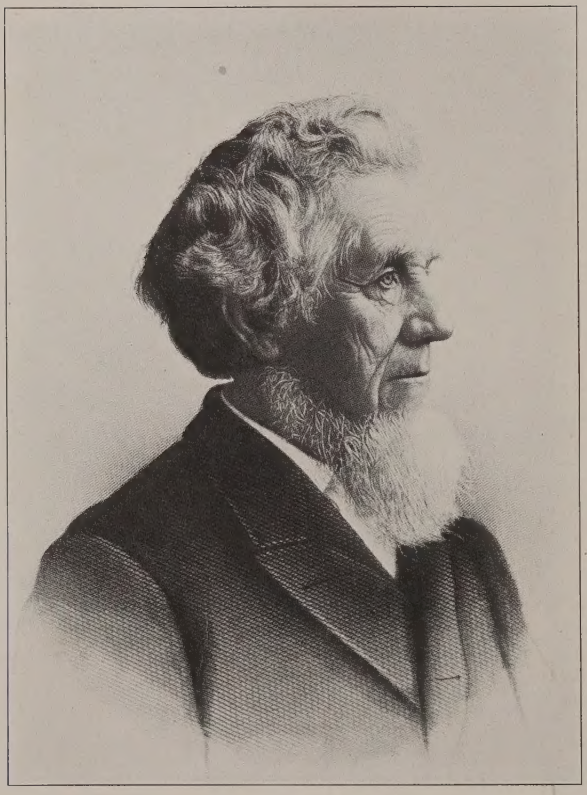


DANIEL BAGLEY

HISTORY OF

SEATTLE

From the Earliest Settlement to the Present Time

BY

CLARENCE B. BAGLEY

ILLUSTRATED

VOLUME II

CHICAGO
THE S. J. CLARKE PUBLISHING COMPANY
1916

Copyright, 1916, by
C. B. BAGLEY

ILLUSTRATIONS

Daniel Bagley ..... *Frontispiece*
Bird's-eye View of Seattle in 1878 456
Pioneer Place in the Days of the Pioneers and in 1914 458
The Development of a Canyon; Cherry Street in 1914 462
Pine Street, Looking South, in 1880 and 1915 466
The Changes Wrought in First Avenue North from Pioneer Place 470
Corner of Third and Union in 1883 and 1914 476
Occidental Hotel in 1881 and 1915 482
One of Seattle's First Street Cars, 1883 486
A Section of First Avenue South, About 1878 486
Occidental Avenue and Yesler Way in 1884 and 1914 490
Center of Railway Activity in 1885 and 1914 494
Third and Union, About 1872, and in 1914 502
Elliott Bay, South of Seattle, in 1874 506
Elliott Bay in 1915, Showing Buildings on Filled-in Tide Flats 506
The Wyckhoff Home 510
The Alaska Building 510
Denny Hill from First Avenue and Columbia in 1878 and 1915 514
Thirty Years of Progress; View on Occidental Avenue 518
Progress of First Avenue, Looking North from Cherry Street, 1914 526
View from Denny Hill in 1885 and 1916 528
First Avenue North of Cherry Street in 1875 and 1915 532
Steamer Minnesota at Her Dock in Smith's Cove 534
Pier I, Foot of Yesler Way 536
South Pier I, Port of Seattle 538
The Booth Fisheries Company 538
The Ford Company 538
Grand Trunk Pacific Company's Dock on Railroad Avenue 540
Galbraith, Bacon & Company's Dock at Wall Street 542
View of Seattle from the Bay 546
Looking South Over the City 546
Looking North on Second Avenue in 1890 and 1915 548
Pioneer Place, About 1890 and in 1915 550
View Prior to the Regrade in 1915 554
Madison Street During the Regrading and in 1915 558
Looking Toward the Olympics from Near Sixth Avenue and Seneca 560
Northwest from Jackson Regrade District 560
Play Festival in 1910 564
Ravenna Park 566
Leschi Park; Lake Washington 568
Alki Bathing Beach 570
From Court House Park, Looking West 574
Denny Hill Regrade District in 1915 578
First Avenue South in 1915 578
Buildings Erected Between 1905 and 1915 582

View Northwest from the L. C. Smith Building 582
Looking North on Second Avenue in 1891 and in 1915 586
Old Armory on Union Street near Fourth Avenue 590
Hotel Frye: The Armory: Arctic Club 594
Section of Seattle's Water Front in 1915, Looking East 598
Sears, Roebuck & Company's Building 600
Frederick & Nelson's Store 602
The MacDougall & Southwick Company's Store 604
Section of Seattle's Water Front, Looking Westward 608
Seattle's Union Depots 612
Novelty Mills 626
Weiding & Independent Fisheries Company 626
Albers Brothers Milling Company 626
The Times Building 636
Looking North from the Smith Building 638
Looking North from the Hoge Building 640
The Kenny Home, West Seattle 650
The Monmouth 650
The Kennedy 654
The Normandie 654
The Sorrento 656
The Ben Lomond 656
The Van Siclen 656
The Sylvian 656
Mount Rainier 664
The Gables 668
The Littlefield 668
The Lorrington 668
The Delmar 668
Some Pretty Suburban Homes 676
One of Seattle's Many Playgrounds 698
The Fredonia 672
The Kenny Home 672
The Zindorph 672
The Grenoble 672
Bell, W. N. 824
Blaine, E. F. 796
Bonney, L. W. 816
Boren, C. D. 852
Braymer, A. A. 842
Brown, Amos 756
Denny, D. T. 704
Frye, G. F. 722
Furth, Jacob 732
Greene, R. S. 728
Haller, G. O. 744
Hinckley, T. D. 788
Jackson, D. B. 762
Kilbourne, E. C. 766
Kinnear, George 714
Kinnear, J. R. 804
Latimer, N. H. 800
Leary, John 724
Lord H. C. 792
McGilvra, J. J. 740
Maynard, D. S. 828
Mercer, Thomas 701

Osgood, F. H. 812
Porsch, T. W. 836
Smith, H. A. 846
Spencer, R. R. 868
Struve, F. K. 752
Struve, H. G. 750
Thomson, R. H. 820
Trimble, W. P. 860
Webster, John 772
Yesler, H. L. 708

HISTORY OF SEATTLE

CHAPTER XXV

THE ANTI-CHINESE AGITATION AND RIOTS

The opportunity to prove that Seattle was established on a foundation of law and order, that it was not a child of every passing whim or prejudice, came early in 1886 when the Anti-Chinese craze reached its boundaries. It was but another opportunity for the city's sturdy stock of resolute men to come forward as the champions of peace and orderly progress.

Some competent writer will one day realize the possibilities of the "Chinese Question" in its various aspects, particularly so far as the Pacific Coast was so long affected by the tide of immigration of the natives of the Flowery Kingdom. Agitation regarding Chinese immigration was begun almost immediately following their earliest advent to the Pacific Coast, or in the early '50s, and was continued intermittently, for nearly forty years. The owners of large tracts of land in California, and the early railroad builders there, were desirous of an increased immigration, while nearly all other classes soon became convinced that the true interests of the people would be subserved by the exclusion of this class of alien population, who could never be assimilated and whose only object in coming was to earn here what would be a competence in China and to return there as soon as their desire was attained. Unlike the immigrants from Europe they neither sought an asylum from oppression nor the enjoyment of the blessings of a free government.

Dennis Kearney and his fellow sand-lotters of San Francisco, in 1877, were only more violent than their predecessors in their slogan "The Chinese must go," and the culmination came in 1885 with violence, arson and murder in Colorado, Washington and other parts of the Pacific Coast.

Slavery and the slave trade and the problems connected with the presence of the black race in these United States have evolved the highest statesmanship of our great men for over three-quarters of a century, and if the next half century shall find this race problem adjusted so that all laws discriminating against our "colored brother" shall have disappeared from the statute books the time will have been well spent. In only a lesser degree has the presence of the yellow race affected social conditions on the Pacific Coast, the field of labor and the domain of politics. All menial household employments engaged in by men are looked upon here with greater aversion than in the Eastern states, because of the fact that the main source of supply so long came from the members

of that race, and to the same cause may be properly attributed the dislike among many of the white race to accept employment as unskilled laborers.

The earliest treaty of "peace, amity and commerce" with China was concluded July 3, 1844, and proclaimed April 18, 1846, that country being officially known as the Ta Tsing Empire. By this treaty only five Chinese ports were opened to American vessels and citizens. At the places of anchorage in these ports Americans were permitted to pass and repass in the immediate neighborhood, but not to make excursions into the country among the villages at large, nor to repair to the public marts for the purpose of disposing of goods unlawfully. The limits were most carefully fixed past which it would not be lawful for American citizens to go. This treaty was forced upon China and was one-sided, as no provision was made in it for its citizens to come to the United States, nor at that time did it seem to be contemplated that any of them would desire to do so.

The discovery of gold in California soon changed all this and it was not long after the great rush to the mines began before the more adventurous of these people commenced to straggle in. They made no attempt at first to become miners. Employment as cooks, laundrymen and in other menial positions was given them at high wages, which served to attract their fellows in ever increasing numbers.

Placer mining employed every able-bodied man, who was willing to engage in severe manual labor, for over twenty years in California, and the great Civil war called so many men into the ranks of the two armies that the demand for laborers was greater than the supply during all that period, and for several years afterward owing to the refusal of thousands of discharged soldiers to go to work. It is a well-known fact that the American tramp made his appearance about that time. The completion of the first railroad from the Missouri River to the Pacific Ocean would have been delayed for years had it not been for the employment of thousands upon thousands of Chinese coolies all along the line. Up to this time there had been little complaint from any quarter regarding the presence of the Mongolian, except from the sociologist who soon saw the evil influence it exerted upon social and moral conditions in the more populous centers.

The return of the million soldiers and sailors to civil life and the influx of foreign laborers of course depressed the labor market and tended to lower wages and then the competition of "Chinese cheap labor" began to be felt and resented in California and gradually elsewhere on the Pacific Slope.

A second treaty between the two countries was made in 1858 similar to the other. A third in 1868, regulating immigration from China to the United States and forbidding any but voluntary immigration of Chinese, and in 1880, the treaty restricting Chinese immigration into the United States was ratified. About this time Congress also passed what became known as the Chinese Exclusion Act.

To the failure to enforce the provisions of this last treaty and of the congressional law may undoubtedly be ascribed the troubles that finally culminated in crime and bloodshed and almost fratricidal war.

Prior to the disturbances and outrages so prevalent all over the Pacific Coast in 1885, it was impossible for the people of the Eastern states to fully comprehend the feelings here toward the Chinese. There, the number of the

CITY OF SEATTLE,
BIRD'S-EYE VIEW OF THE
Puget Sound, Washington Territory, 1878.

Chinese was limited and the occupations they pursued seldom brought them into competition with white laborers. On this coast every branch of industry felt the oppressing influence of their competition. It was not surprising that widespread discontent should arise wherever any considerable number of the hated race should be domiciled.

In a report made by the executive in October, 1886, the following appears: "The fact is not to be disguised that the people of the Pacific Coast, with very few exceptions, possess a spirit of hostility towards the Chinese residents, and, although a large proportion of our citizens entertain feelings of loyalty and patriotism toward the Government, yet in several large towns they are inclined to be lenient to those who engage in acts hostile to the Chinese; and this fact makes it exceedingly difficult to secure convictions of this class of offenders against the law. This feeling has been greatly aggravated by the fact that notwithstanding the terms of the so-called 'restriction act'—large numbers of Chinese have contrived to cross the border from British Columbia in defiance of law, and it has been found that, with the limited customs force at its disposal, the Government is practically unable to enforce the exclusion of Chinese under the terms of the law.

"While this is not the place to enter into an extended argument on the subject of the undesirability of Chinese residents in great numbers, yet I may be permitted to urge the view which is naturally taken by American residents of the Pacific Coast, that it is important to have that country settled by free American laborers, who have respect for the institutions and laws of our country, and who will establish permanent homes, and who will rear their families and train their children to have proper respect for labor in even its humblest sphere."

The governor might truthfully have added that no white man ever becomes so degraded in morals or steeped in crime that the spirit of the Pharisee is entirely eliminated. His attitude toward the man whose skin happens to be black, yellow or red is ever one of contempt and hatred. It was not always the most vicious element in every community that took the lead in the anti-Chinese agitation and in the rioting and murders that followed in due sequence; it is to their everlasting shame that a large part of the sober, industrious and peaceable citizens joined the other class and became lawbreakers and criminals with them, as well as at all times their apologists and defenders.

The collapse of the "Villard boom" in 1883 was followed by great financial depression for about five years. The Northwest felt its effects perhaps most severely, and here the professional agitator found the times ripe for his unholy teachings. All the ill effects of over-speculation, unwise investments and the resultant business paralysis and consequent privations and suffering were laid at the door of the Chinaman, and the cry of "The Chinese must go" resounded from Los Angeles to the international boundary on the north and as far east as Colorado and Wyoming.

In fact, the first general outbreak occurred at Rock Springs, Wyo., September 4, 1885. Dennis Kearney and his army of sandlot agitators had beaten and otherwise ill-treated Chinamen in San Francisco for years, but at Rock Springs the people rose practically en masse and murdered eleven Chinamen and drove out about five hundred more.

This was the signal for an concerted attack upon these people at many points on this coast, but more particularly on Puget Sound. A labor organization known as the Knights of Labor seemed to have the lawless phase of anti-Chinese agitation in charge.

The news of the Wyoming outrage, instead of being universally condemned, was loudly applauded by the masses, and the next day, September 5, 1885, an attack more cowardly and brutal was made upon a party of Chinese hop pickers in Issaquah Valley. The Wyoming mob set upon their victims in broad daylight and the latter had some show to defend themselves, but at Issaquah they were set upon as they slept in their tents and three of them shot to death by hidden assailants under the cover of darkness. The others escaped with their lives by plunging into the stream that ran past their camp and then hiding in the thick brush along its banks until they could get away in safety.

It was a matter of current knowledge in the community where this murder was committed who were the guilty leaders and followers, but public sentiment was so strong that although they were brought to trial no conviction could be secured.

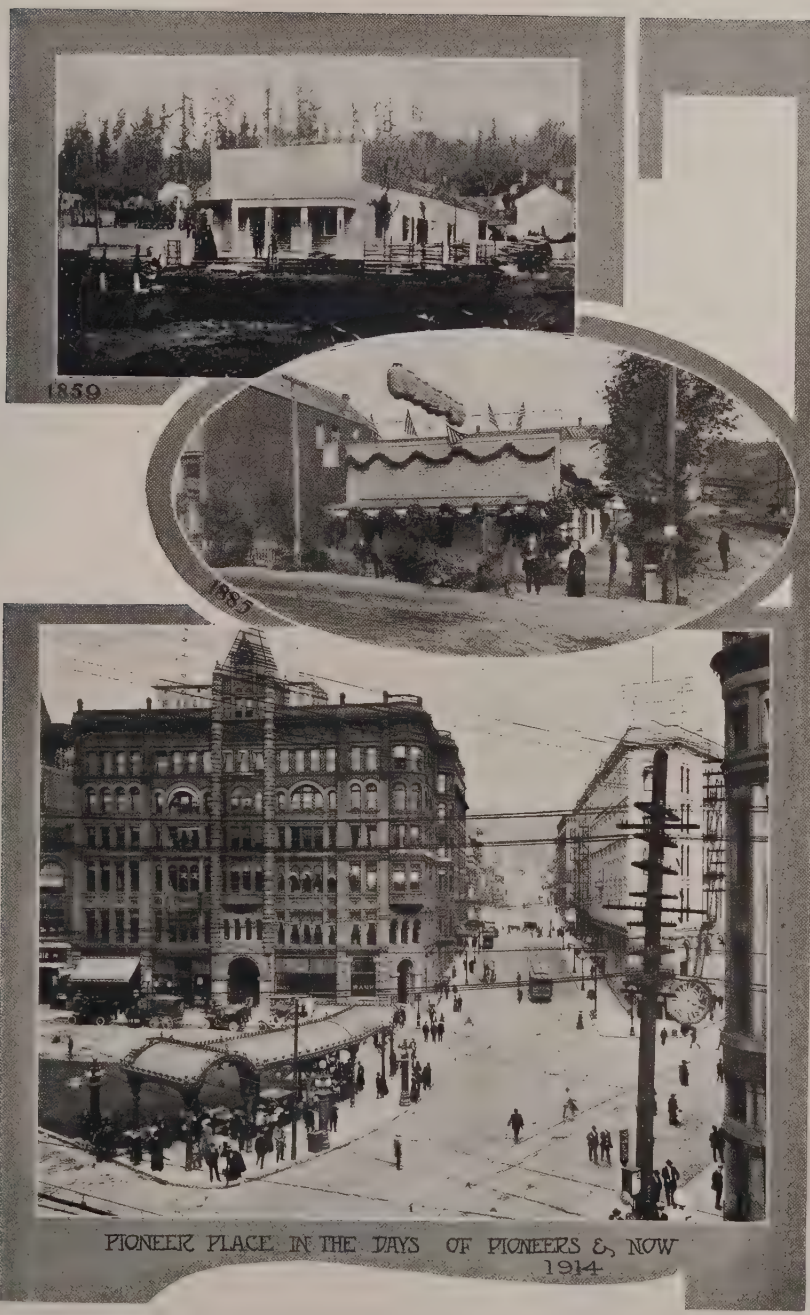
These two widely separated outrages added fuel to the flames. Public meetings were held in almost every town and village west of the Cascades and north of the Columbia. Incendiary speeches were made, applauding the work of the murderers and exhorting the people to similar deeds. The determination was openly expressed to rid the country of the Chinamen at all hazards, peaceably if possible, otherwise by intimidation, assault and murder if need be. Public officers sworn to support the law, lawyers educated to expound and uphold the law, prominent citizens occupying positions of trust, all were leaders as well as actors in these subversions of law. They made no disguise of their sentiments or their purposes.

September 19th the miners at Black Diamond drove the Chinamen out of that place, injuring nine of them. The next day a public meeting was held in Seattle and these acts were approved. September 23d, Mayor Henry L. Yesler called a public meeting in the interests of law and order, which was addressed by probably a dozen of Seattle's leading citizens, and resolutions were adopted counseling adherence to law, but promising to aid in the removal of the Chinamen by all lawful means.

The corporations who were large employers of these people discharged them and the coolies flocked into the larger towns and aggravated the situation there, though every steamer sailing to San Francisco carried away large numbers of them to that place.

September 28th an "anti-Chinese congress" met in Seattle. Every labor organization was represented, as well as many of those purely fraternal in their character. Every socialist and anarchist who could walk or steal a ride to Seattle was a self-elected but none the less welcome delegate. Long-haired men and short-haired women were noticeable by their numbers and their noise. The body was presided over by Mayor Weisbach of Tacoma.

This body adopted a series of resolutions full of denunciation and hate, and the ultimatum was proclaimed that all Chinamen must leave Western Washington not later than November 15th following. On October 3d, at Tacoma, a mass meeting endorsed the action of the Seattle "congress" and appointed a com-



PIONEER PLACE IN THE DAYS OF PIONEERS & NOW
1914

mittee of fifteen to carry out the will of the two bodies. This committee at once served notice upon the Chinese in that city that they must leave within thirty days.

John H. McGraw was then sheriff of King County and in him the officers of the court and the supporters of the law found a willing and courageous servant and ally. From time to time his force of deputies was increased. These were chosen from among the most determined and experienced of their class and they were equipped with the best of weapons and abundance of ammunition.

Early in October danger seemed imminent, not only of disturbances incident to the Chinese agitation, but the presence of a large number of idle, vicious and criminal men, whose number was swelled daily by arrivals here from all over the Northwest, made an outbreak of pillage and wanton destruction of property more than possible. A few of the leading citizens decided to call a meeting and agree upon plans for mutual protection. Tickets of admission were issued to the number of about six hundred, and Saturday evening, October 3d, most of those invited assembled in Frye's Opera House which then occupied the northeast corner of First Avenue and Marion Street. This led to the naming of the supporters of law and order the "Opera House Party," while the other was called the "Anti-Chinese Party."

Henry L. Yesler, mayor, was named chairman and G. Morris Haller, secretary. Judge Orange Jacobs presented the following, which was read and adopted by acclamation:

Resolved, That we regard the existence of the Chinese among us as a disturbing element, and are strongly in favor of the vigorous enforcement of the Restriction Act, and of any amendments thereto that may be necessary to accomplish its beneficent purpose, and we fully recognize and advocate the paramount claims of all laborers, who are or may become citizens of the United States, and we recommend their employment by individuals and corporations; but we are also, as a matter of honor, right and safety, both as individuals and as a community, in favor of law and order, and we hereby pledge ourselves to the constituted authorities within this jurisdiction, whether the same be Federal, territorial, county or municipal, to aid them to the fullest extent in the suppression of all attempts to destroy life or property or to endanger the public peace or tranquillity.

Invitation was given to all present to sign the resolution. A few declined and withdrew from the meeting. The object of the gathering was then more fully explained and all present affixed their signatures. Sheriff McGraw then stepped on the platform and formally appointed each man present a deputy sheriff with all the legal powers pertaining to that office. Justice George G. Lyon at once administered the oath of office.

Cornelius H. Hanford, George B. Adair, George G. Lyon, William H. Pumphrey, G. Morris Haller, Charles Hopkins, Richard Osborn, Charles F. Munday, L. Robbins and Harry A. Bigelow were appointed by Sheriff McGraw as aides. The city was divided into twenty districts and captains appointed to take charge of the same, as follows:

George W. Stetson, George W. Bullene, E. A. Turner, John G. Scurry, William Robertson, J. W. Edwards, F. J. Burns, William G. Latimer, George W. Hall, William J. Colkett, Robert Russell, John Langston, George Kinnear,

W. R. Forrest, C. T. LeBallister, E. J. Powers, David Kellogg, George D. Hill, Joseph Green, John C. Haines, Granville O. Haller.

A few days later, the United States District Court convened and a grand jury was called. Roger S. Greene was judge; William H. White, attorney; Cornelius H. Hanford, assistant attorney; John H. McGraw, sheriff of King County. They were as noble, fearless, conscientious lot of men as ever gathered in time of turmoil and danger to discharge their official duties at all hazard. District Court was convened on Monday, October 5th, and a session of the grand jury called at once. Judge Greene's charge was a remarkable document. As he was the representative of the law and one of the most conservative of citizens, a few extracts from it properly may be given to indicate what was the sentiment of the better element of the people here at that time regarding "The Chinese Question."

After reading ten or a dozen sections from the criminal code regarding riot, arson, unlawful assemblage, or destruction of property, he said:

"If any breach of these provisions has occurred, it has probably had some relation to the presence of Chinese in our county and to competition between Chinese and American labor. You doubtless share, as I do, the prevalent conviction of the people of the Pacific states and territories that under present conditions, and viewed from an economic standpoint, the Chinese are out of place in America and their presence on this coast is an obstacle to its highest business prosperity. But a resort to lawless violence to promote their removal is utterly inexcusable. Business prosperity may be hindered by presence of the Chinese, but business prosperity will be scattered to the four winds if this county is to be published to the world as the place to which social agitators can safely resort to try their experiments of mob law. You sit here today as the exponents of the good sense, the fearlessness, the love of law and the determined will of this community. Let it be seen by your promptitude and firmness that it is the law-loving and peaceful citizens who wield here both the scepter and the sword.

"Ladies and gentlemen, your special duty is to inquire of crime, but according to time-honored usage your function extends beyond that. It is your privilege, and may be for the common advantage, to report the existence of public mischief, for relief against which no adequate legislation exists. A report of that nature, temperate but firm in tone, and abounding in manifest good sense, transmitted from this court, would command a respectful hearing, either in our Legislature or in Congress, and would probably be followed speedily by efficient remedial measures.

"As it seems to me, the presence of the Chinese on this coast is a real grievance, the substantial mischief of which can be summed up under five heads:

"1st. Undercompetitive cheapness of Chinese labor. This is owing to irreducible differences between Chinese and American modes of living. It secures to the Chinese an exclusive monopoly of labor supply, to whatever extent the demand for such labor as they furnish can be absorbed.

"2nd. Alienage of Chinese labor. This prevents that geometric increase in citizen population, which would follow the influx of white labor.

"3rd. Export of the earnings of the Chinese. This puts their labor on the footing of a foreign import, makes us in a sense tributary to China and prevents that geometric increase in wealth which would follow the expenditure and capitalization of their earnings here.

"4th. Padding out the population with the Chinese element, which has to be protected, but which is unavailable for protecting, whether against enemies foreign or domestic.

"5th. Race and class irritation, which is a perpetual menace to social order, and necessitates either an abnormally expensive civil service or a never ending liability to riot, an insecurity to property and life, and every now and then a paroxysmal exaggeration of judicial expenses.

"Ladies and gentlemen, the presence of the Chinese is an evil, but the project of driving them out by lawless violence is suicidal. There are well-meaning individuals who favor that project, but they are not wise. If their minds grasped the near, natural and inevitable consequences of executing it, they would not favor it. Again, there are others not well meaning, who favor it—persons who are among us but not of us, who have nothing at stake in this city or county, transient loafers in the lowest slums of the town, labor-imposters, too lazy to work, too cowardly to face the battle of life, 'whose mouth is full of cursing and bitterness; their feet are swift to shed blood; destruction and misery are in their ways; and the way of peace have they not known; there is no fear of God before their eyes.' Besides this basest element, there are other men and combinations, tormented by jealousy of this community, who would not be displeased to see Seattle a ruin and King County bankrupt. Many there are who would even rejoice to have fastened upon this county, before the world, the reputation of being the nursery and volcanic center of lawlessness and riot, and upon our people the reproach of lacking that lofty morality that sobriety of judgment, that reverence for law, that stability of purpose, that unanimity and solidarity in action, which betoken a community truly great and prophesy for it a great future."

By the middle of October, a general correspondence was in progress between Governor Squire and the Chinese consul at San Francisco, as well as the authorities at the national capital; also between the governor and sheriffs of Pierce County and King County and the mayors of Seattle and Tacoma. Every letter from the mayor of Tacoma and sheriff of Pierce County was full of assurances of the peaceful conditions then existing and of the ability of the civil authorities to maintain law and order. These assurances were supported by personal and circular letters from the leading citizens of Tacoma.

Unfortunately, many of the Seattle police force sympathized with the anti-Chinese element and rendered them covert support at all times. October was set for an immense anti-Chinese demonstration in Seattle, and in numbers it exceeded even the expectations of its organizers. One of the largest, perhaps the largest, parades ever seen in the streets of Seattle up to that time, preceded the meeting. Probably not less than three thousand men composed it. They carried banners and transparencies alive with warnings and menaces to Chinamen and their sympathizers. The usual speeches were made and resolutions adopted and then the real purpose of the meeting was carried out by the selection of a committee of fifteen to serve notices upon the Chinamen to leave the city.

On the morning of November 3d several hundred determined men moved in a body to the Chinese quarter of the City of Tacoma, accompanied by wagons, and forced the Chinamen to pack their goods in the vehicles and then take the road in a cold, drenching rain for Lake View station, some miles distant. Here they remained exposed to storm of a most inclement night and the next day were sent to Portland. At least one man, who was sick at the time, died from the exposure.

This was called peaceable expulsion. The Chinamen dare not offer resistance, as neither city or county officials lifted voice or made effort to protect them.

Writing to Governor Squire, a prominent citizen of Tacoma, in describing this episode, remarked: "It affords me genuine delight to recall my assurances to you at Olympia and here that the Chinese would be got out of Tacoma without any trouble, and point to the denouement in confirmation. Those who predicted differently were partly swayed by their wishes and greatly underrated the intelligence, character and resolution of the men who worked up the movement, and who were flippantly called a 'rabble' by their moral and intellectual inferiors."

On the day this letter was written these men of "intelligence, character and resolution" had burned the Chinese quarters at old Tacoma, and two days later they burned the Chinese stores and residences built on ground leased from the Northern Pacific Railroad Company. Truly, it would be a crime to call these gallant men a "rabble."

No steps were taken to punish the men who had driven the Chinamen away from Tacoma and they would have been ineffectual had the attempt been made. This encouraged and emboldened the lawless, turbulent element elsewhere, who saw that no attempt at punishment followed, and that instead the general approval of the public was apparent. Forcible, then theretofore called "peaceful," expulsions continued from about all the smaller towns in Pierce, King, Kitsap, Snohomish, Skagit and Whatcom counties.

November 4th Governor Squire issued a proclamation warning all persons against participating in any riot or breach of the peace or inciting others thereto under penalties of the law. It also contained the following appeal to his fellow-citizens:

"Array yourselves on the side of law! This is the time in the history of the territory for an intelligent, law-abiding and prosperous community, who love their country and their homes, who are blessed with the boundless resources of forest, field and mine, and who aspire to become a great and self-governing state to assert their power of self-control and self-preservation as against a spirit of lawlessness which is destructive alike to immigration, to labor and to capital. If you do not protect yourselves you have only to look to the step beyond, which is, simply, the fate of Wyoming and the speedy interference of the United States troops."

While the attitude of the Seattle business men who belonged to the Opera House party had been firm and determined for the maintenance of law and order, they had quite generally advised the Chinese to arrange their affairs as rapidly as possible and leave the country; and their advice was being quite generally followed.

THE BIG SNOW OF 1833
1870
SPRING BEDS
THE HOGE BLDG
THE LOWMAN BLDG
GOOD EATS
THE DEVELOPMENT OF A CANYON - LOOKING UP CHERRY ST FROM FIRST AVE.
1914

November 5th a mass meeting was held in Seattle at which George Venable Smith, the chairman of the anti-Chinese executive committee, nominated Mayor Yesler for chairman, and the latter was elected. It was at this time generally thought that any likelihood of an uprising in Seattle against the Chinese was past and the meeting might be called a love feast to celebrate the occasion. Several speeches were made by representatives of both sides and then Judge Thomas Burke arose. Up to within a few weeks prior to this date he had been the most popular man in the county among the men who made up the greater part of the anti-Chinese party. His determined stand on the side of law and order had in a measure alienated their friendship, so when he began to advocate lawful measures and to denounce the recent expulsion of Chinese at Tacoma he aroused a storm of reproaches and hisses. Nothing daunted, he continued his bitter denunciation of his opponents, and in one of the briefest speeches of his life he had made one of the best. It was full of patriotic fire, a plea for law, justice and every principle of humanity, and the vast audience was aroused to the most frenzied applause on the one hand and vehement hisses and condemnation on the other.

Fortunately his remarks were preserved and are herewith presented:

"Fellow citizens:

"We have assembled here tonight to take counsel of one another on the Chinese question. False stories have been put into circulation inciting hostility against the Chinese and creating bitter discord in the community. It was the judgment of patriotic and thoughtful men from both sides of this unhappy question that it would be in the interest of this city, in the interest of justice and of law and order, to hold a public meeting where groundless and malicious statements calculated to arouse hatred and bitterness against a handful of defenseless people living amongst us might be exposed and the truth be made known.

"There should be no substantial difference of opinion among the people of this city on the Chinese question. We are all agreed that the time has come when a new treaty should be made with China restricting Chinese immigration to this country. But by the lawless action of irresponsible persons from outside, the people of this city are called upon to decide whether this shall be brought about in a lawful and orderly manner or by defiantly trampling on the laws, treaties and Constitution of our country. We are face to face with the question: 'Shall we act as becomes free, law-abiding and justice-loving Americans or as turbulent and lawless foreigners?'

"I am an American and I appeal to Americans. Of the two methods, the lawful and unlawful, I favor the American method. He is no true American, whether native or foreign born, who will not stand for law and order. He is unworthy of American citizenship wherever he comes from if he is willing to bring disgrace and dishonor to this Republic of ours by spurning and scouting the laws which we ourselves have helped to make. Would you, men of Seattle, even if you had the power, overthrow the law of the land and set up brute force and violence in its stead? Why, this Republic which shelters you and me and all of us, natives and foreign born alike, was created as a protest against government by force and arbitrary power whether exercised by one or by many.

"For the first time in the history of this territory an attempt is made to divide the community into two classes—laborers on one side and all other workers on the other. This attempt is as wicked as it is un-American. In this part of the country, at least, so new and undeveloped, we are all workers. There are no rich and poor. Every man here has to work for a living, and, as a consequence, the fraternal pioneer spirit which has made us all friends and neighbors recognizes but one standard, namely: Is he a true man and a good neighbor? Not how much is he worth or what family or race does he spring from. The man who would now seek to divide us on old world lines is an enemy to all.

"I want to say a word to men of my own race, to show them why they, of all men, should be true to American ideals of law and order.

"My father and mother were born in Ireland and I learned from their lips something of the unhappy story of that country before, in later years, I studied its history more deeply for myself. And when I recall that for centuries the Irishman was outlawed in his native land; that for him and his there was no law or law's protection, but in its stead the uncontrolled will of strangers who took pleasure in depriving him of every right and liberty which make life worth living; and when I consider what America has done for millions of Irishmen, what it has been to them, to their children and their children's children, with what generous hospitality it received the friendless and despised alien, throwing around him the ample protection of the law and conferring on him, later, the freeman's priceless privilege of helping to make the law which is the only shield and protection of all of us, native and foreign-born alike—when I consider all this I cannot conceive how it is possible that any man of Irish birth or blood could be so base, could be guilty of such black ingratitude, as to raise his hand in violence against the laws, the Constitution or the treaties of this country. Nor can I understand, remembering his own past and the persecutions of his own race, how any Irishman can find it in his heart to abuse or persecute any of God's creatures no matter how lowly he may be or what may be the color of his skin or the habit he wears. If the Irishman is true to his own nature, if he is true to the ideals and memory of the patriotic Irishmen who in the course of many centuries have suffered and died for the cause of liberty and justice, he will love justice and his sympathies will go out in overflowing measure to the weak, the lowly, the despised and oppressed. He will not deprive any of God's creatures, not even the defenseless Chinaman, of the protection of that law which found the Irishman a serf and made him a free man.

"There never was less excuse for high handed lawless action by a community than in this case. The Chinese here are steadily decreasing in numbers. Finding the doors of employment closed to them they are rapidly returning home. The Chinese question is on the road to an early, just and peaceful solution. And yet we have seen in an American city where a foreigner, hardly able to speak the English language, holds sway as mayor, a mob in defiance and contempt of law and justice pillages and destroys their business houses and dwelling places and drives them out in midwinter to perish of cold, exposure and hunger. You would not treat your dog or the dumb beasts of the field with such pitiless cruelty. I do not believe there is a city in the United States presided over by an American or a man with an American heart, loyal to American ideals, where

such oppression and outrage and contempt of the laws of the country would have been permitted.

"The Government of the United States, with the approval of the people, invited the Chinese to come here, made a solemn treaty with the Chinese government by which the Chinese, like all other foreigners coming to this country, were to be protected in the enjoyment of life, liberty and the pursuit of happiness. We are thus bound not only by the law of our own making, and the solemn promises of our Government, but by every consideration of justice and humanity to protect the Chinese from such outrages. But evidently there are to be found in this territory citizens of foreign birth and among them some honored with office, who have no more respect for the laws and treaty obligations of their adopted country than for the whistling of the winter's wind that chilled to death the Chinese driven from their homes, out into the bleak, storm swept plains.

"The European comes here to escape personal rule, to escape power unrestrained by law. He is hospitably received. Every right and every privilege belonging to the native born are ungrudgingly given to him. All the splendid opportunities of this free country for success and happiness in life are open to him and to all those who are near and dear to him. They become citizens of the Republic. They are given the right to help make the laws under which we all live. Is it too much to ask such aliens to obey and respect the laws of a country which has received them with such boundless hospitality? Let them beware. True Americans, whether native or foreign born, will not long tolerate treachery and base ingratitude from such a source. Those who come from other lands to live here must obey the laws and respect and honor the institutions of our country or go back to where they come from." (Derisive shouts and hisses from the gallery.)

George Venable Smith arose and said: "I hope the workingmen will be patient and listen to what Judge Burke has to say."

Judge Burke indignantly replied: "Excuse me, Mr. Smith. I can assure you that I need no one to intercede for me with a Seattle audience. I know the people of Seattle and I know that they love justice and fair play. They also know me and they know that I have never yet deceived or misled them. They would hear me even though they were utterly opposed to what I am contending for, but they are not. I am pleading with the men of Seattle to remember that they are Americans bound by duty, by patriotism, by the love they cherish for American traditions and ideals to uphold the law of the land and do simple justice to the handful of defenseless people whom our own Government induced to come here. And I know I shall not plead such a cause before this great gathering of Americans in vain.

"I recognize the insidious and unworthy appeal to workingmen. But to them I say that if there is anything certain in human history it is that of all men the workingman has the most vital interest in upholding the authority of the law. 'Where law ends tyranny begins' and where tyranny reigns the workingman is a slave.

"By conducting ourselves as true Americans, pursuing lawful measure for the redress of any grievance, real or imaginary, this little trouble that in the mirage of passion now looms so large will soon vanish like a bad dream and we shall all wonder what we were so wrought up about.

"I thank you for this patient hearing. I knew you would listen to me whether you agreed with me or not, even though I say things ever so distasteful to you."

November 6th Governor Squire telegraphed to the secretaries of war and the interior that it was evidently impossible to protect the Chinese at Seattle without the presence of United States troops.

There was hourly danger of a collision between the opposing sides, and if it had come at that time there would have been much bloodshed. However, in response to the urgent demands of the governor, United States troops had been ordered here and 350 arrived from Fort Vancouver on the 8th. They were under the command of Gen. John Gibbon. The moral effect of their presence in Seattle was felt at once. There was no conflict of any kind between the troops and the citizens, and while the former remained here there were no more peaceable people on earth than the anti-Chinese agitators. On the 17th of November all the troops were returned to their barracks at Vancouver.

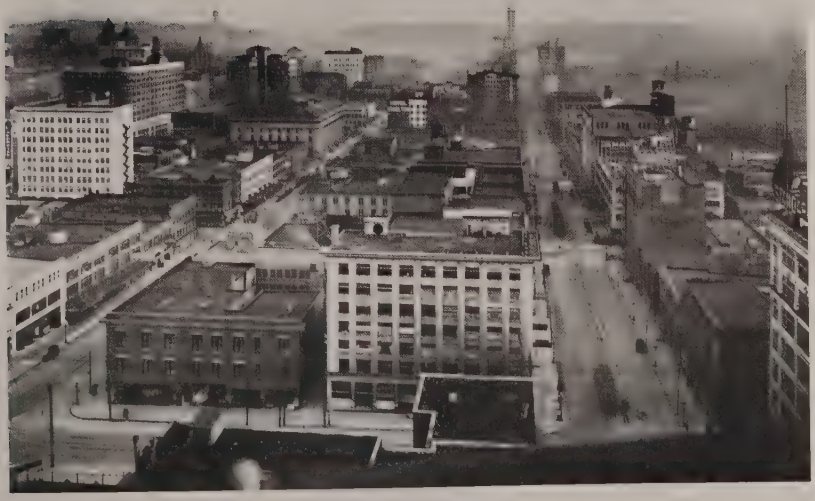
During November fifteen of the most rabid of the anti-Chinese element were indicted under the congressional so-called Ku-Klux act, being charged with conspiracy to deprive the Chinamen of the equal protection of the laws. The trial lasted until January 16, 1886. All testified in their own defense and avowed that no act of violence, breach of the peace or unlawful act had been contemplated by them, and that none would be committed or countenanced. The contrary could not be proved and their acquittal followed as a matter of course.

At this time it seemed as though matters were practically settled. Chinamen were no longer employed in the mills, mines, factories, or on the railroads in King County, and the number of household servants and common laborers had been greatly reduced. All this had been accomplished without provable violation of law, and all classes were apparently satisfied with the result. However, the more turbulent spirits among the agitators were not willing to let well enough alone, but determined to imitate Tacoma's example of forcible exclusion. They began laying their plans and under the restraint of the more cautious of the leaders acted with great secrecy. They waited for a convenient opportunity to carry their plans into execution.

The steamer Queen of the Pacific was lying at the dock billed to sail in the afternoon of February 7th for San Francisco. This was the opportunity the agitators had planned for. Saturday evening, the 6th, an anti-Chinese meeting was held in a low theater on the "Lava Beds," as the district between Yesler Way and Jackson in the vicinity of Second and Third avenues was then called. Resolutions indorsing the action of the Tacoma mob were adopted. Much stress was laid upon the violations of the sanitary laws of the city by the Chinese and a committee of fifteen was appointed for the ostensible purpose of inspecting Chinatown and compelling its inmates to clean up that part of town. Of course, this was a blind to cover the real purpose and to forestall any action on the part of the authorities to prevent their unlawful acts.

The committee, with the acting chief of police at their head and a large and constantly increasing mob at their heels, began work at 7 o'clock Sunday morning. They would approach a door and knock peremptorily. When the trembling occupant opened it, some of the committee would ask questions about the cubic air and other city regulations, and at the same time others of the crowd would

FROM PINE STREET LOOKING SOUTH IN 1880



VIEW FROM THE SAME PLACE IN 1915

go in and carry out the contents of the place and put them on wagons that had been engaged for the purpose, and then the inmates of the house were placed on their goods and all taken to the steamer's dock. The Chinamen made no attempt at resistance—they knew it would be useless if they did. As has been said before, the police made no effort to stop the work and, in fact, gave it countenance by their presence when the demands were made upon the Chinamen to open their doors.

The instant Sheriff McGraw was apprised of the action of the mob he hurried to the scene of action and commanded it to disperse, but its members laughed and jeered and continued their work. He summoned a small posse, and when they went to a house and interfered the crowd would give way to them but move to another house and continue its work.

The fire bell was rung as a signal to the Home Guards to assemble, which they did promptly under Capt. George Kinnear, and the Seattle Rifles under Capt. Joseph Green, and also Company D, under Capt. J. C. Haines, responded quickly to the call.

Governor Squire was in the city and about 10 a. m. he issued a proclamation which was quickly printed and copies of it scattered broadcast among the agitators. No perceptible check to the removal of the Chinese was apparent and by 1 o'clock about three hundred and fifty of them had been herded together on the ocean dock at the foot of Main Street, an immense crowd having gathered to prevent their escaping. However, they were too badly frightened to attempt anything of the kind.

The refusal of the captain of the Queen to allow any Chinese to go on his steamer unless their fares were paid served to delay the mob somewhat. A subscription was raised and enough soon collected to pay for nearly one hundred of them, who expressed their wish to go.

The delay gave time to set the machinery of the courts in operation and Judge Roger S. Greene issued a writ of habeas corpus charging that Chinamen were illegally restrained of their liberty on board the steamer Queen of the Pacific. The writ was served upon Captain Alexander and made returnable with the bodies of the Chinamen at 8 o'clock the next morning.

During the day every effort was made to raise money to pay fares of Chinamen on the steamer. Never before had the city been so full of strangers. It seemed that every idle man and hard character from San Diego to Victoria had drifted here. Many of the participants in the Tacoma outrage were here and adding to the discord. It was the consensus of public opinion that no act of violence would have been committed but for the incendiary talk of these agitators and criminals from abroad.

Toward evening matters had quieted down considerably. The streets were under military patrol and the local military companies remained at their several quarters ready for service. The authorities spent the night in preparation to resist any further act of mob violence on the morrow.

Governor Squire telegraphed to General Gibbon that a serious conflict between the civil authorities and the mob was probable and requested that troops be sent at once from Port Townsend. General Gibbon replied: "There is no one in America who can order the interference of troops except the President of the United States."

About midnight an attempt was made to put a lot of the Chinese on a train which was to leave at 4 a. m. and run them off to Portland, but the train was guarded by the militia and sent out ahead of time. About the same time a company of Home Guards was sent to the dock, where a committee of anti-Chinese was watching the Chinamen, and arrested them. Members of the guard were stationed at all the approaches to the dock to prevent a return of the agitators, and after that all was peaceable till morning.

Warrants had been prepared during the night for some of the ringleaders and eight of them were arrested next morning and taken to jail. A prompt hearing was given them, bail furnished and the men released.

Early on the morning of the 8th Judge Greene sent a memorable dispatch to President Cleveland, which was concurred in by United States Attorney W. H. White and Governor Squire. It was as follows:

"It seems to me that the simplest and most effective way of dealing with these local Chinese uprisings is to suspend the writ of habeas corpus and declare martial law over the disaffected area at the earliest moment possible. If, which I disbelieve, the governor here had the power to suspend the writ and declare and enforce martial law throughout Seattle, excepting, say, the courthouse area, I firmly believe the matter could be handled easily and without bloodshed by the courts and militia without the aid of the regular army. But I doubt whether the matter can be disposed of otherwise without military aid of United States troops. The great need from time to time as a case arises is the sudden supervention of strong governmental power."

The governor also sent dispatches to the President and the secretaries of war and interior.

Monday morning, at 8 o'clock, Sheriff McGraw, with an escort of the Home Guard and the two militia companies, brought the Chinamen to the courtroom, which was then standing on the east side of Third Avenue, between Jefferson Street and Yesler Way. The agitators were taken by surprise and the crowd at first was not very large, but it steadily increased in numbers, and ere long the streets about the building were thronged with a howling mob, but no attempts at interference were made; in fact, they were kept away from the courthouse by armed guards.

In most simple, kindly words Judge Greene addressed the Chinamen through an interpreter, stating that he had been told that they were put on board the steamer by bad men and kept there against their will, and that he wished to know from them if this were true. He told them that nearly all the people here wished them to leave the city, but that if they remained they should be protected. He told them: "You need not fear. All the power of the territory and of the United States stands ready to defend you and your property and will be used, if necessary, to extend in your defense. Those of you who remain will be safe." Each Chinaman was then called by name and asked if he wished to go or remain. Only sixteen expressed a wish to remain out of eighty-nine present.

At the close of the examination the Chinamen were all taken back to the dock. As rapidly as possible all who wanted to go went on board, their fare having been raised by the subscription; but when 196 had gone over the gangplank Captain Alexander announced that he could not legally take any more.

This left at least 100 on the dock whose fare had been collected and who wished to go. After considerable discussion it was agreed that they should be taken by the George W. Elder, which was about due in Seattle.

It was determined to take those remaining back to their homes in the Chinese quarter and the Home Guards were assigned the duty of escorting them, the other companies being on duty elsewhere. They were formed in line and marched up from the dock on the north side of Main Street. At the northwest corner of Main Street and First Avenue South they were met by a howling mob which filled the street intersection and quite a distance north and south and east. They demanded to know where the Chinamen were being taken and tried to turn the line of march down First Avenue South while the guards directed their march eastward across that street and demanded that the crowd separate and let them through. At this the latter made a rush at the head of the column and tried to seize their guns, at the same time daring the guards to fire. Apparently they had no fear that they would be fired upon. The guards tried to beat their assailants off with the butts of their guns, but realized that they would soon be overpowered and a few shots were fired that wounded five men, one of them named Stewart mortally.

No order to fire was given at that instant, but as the company marched up the dock it seemed probable that the mob would attack them, so Captain Kinnear gave orders that in case of an attack the members of the guard should be at liberty to fire if they deemed it necessary in order to protect themselves.

Repeated warnings had been given, but the maddened mob, under the leadership of Stewart refused to heed them and a hand-to-hand conflict ensued. When the shots rang out the crowd retreated precipitately and left the wounded men lying in the mud. Stewart was a large and powerful man and, although mortally wounded, tried again and again to rise, at the same time cursing the guards and calling upon the mob to again attack them. Possibly they might have regained their courage and made another attack but they had found that the guards would shoot, and to kill, and while they delayed, the Seattle Rifles came on the run from the wharf, formed into line to support the guards, at command coolly loaded with ball cartridges, and in a few seconds were ready for deadly business. Soon after Company D, which had been stationed at the courthouse, also hastened to the scene of conflict.

Just about the time the troops under Captain Kinnear started to escort the unembarked Chinese back to their quarters, Judge Greene left his chambers, then in the frame building located where the Hotel Butler now stands, in order to stroll down First Avenue South and see with his own eyes what was going on. As he came out on the sidewalk, in front of the Butler Building, he met Judge Ike M. Hall and asked him if he would like to go with him. Hall assented, and in a minute or two they were sauntering along southward on the east side of the avenue between Washington and Main. A big noisy crowd was thronging the three streets. Just as the two gentlemen were about half-way between Washington and Main three shots rang out. The crowd, or most of it, retreated northward, scattering precipitately, and beyond, toward Main Street, there appeared to be persons in the middle of the avenue trying to help others who were hurt. Judge Greene said to Judge Hall: "This crowd is mad; it will come back; Captain Haines is at the courthouse, with Company D, and should be here. Let us go back and

hurry him down." So the two turned and, walking fast, went up Yesler Way. They had not gone far before Judge Hall, who was a wag and carried too much weight for speed, began to blow and said to his companion, "Judge, you're more of a greyhound build than I, you go on alone." The slimmer man made better time after that and reaching the courthouse found there no one in sight but a uniformed sentry, with a gun on his shoulder, pacing back and forth on the porch in front of the door. The sentry was James Hamilton Lewis, then a private in the Rifles Company, but since then colonel in the United States Spanish War Volunteers, and now United States senator from the great State of Illinois. Judge Greene told Private Lewis that the troops and mob had collided at the corner of Main and First Avenue South, and requested him to tell Captain Haines that Judge Greene had called to ask him to hurry his company down there "on the double quick." Lewis immediately took the message to the captain and to his own company and without delay both companies arrived at the scene of trouble.

The three small bodies of armed men formed a hollow square inclosing the Chinamen, who at the first shot had thrown themselves upon the ground in abject terror.

The situation will never be forgotten by those who were actors in the drama or who witnessed it. For about three-quarters of an hour the hollow square stood with loaded guns at aim ready to fire instantly upon an order. The mob maintained its threatening attitude, screaming and cursing, calling the guards murderers and invoking damnation and destruction upon them. The defenders of the law were but a handful in numbers and had their opponents been willing to sacrifice a few of their worthless lives they could have overwhelmed the thin line of armed men and boys at a single rush.

The wounded men were put in wagons and taken to the hospital and given every care, but Stewart died the next day.

Stewart was the leader of the mob at the time he was shot, though he had only just come from Mason County to "see the Chinamen driven out." He was a Canadian by birth and had never renounced his citizenship of that country.

Cowed so they dared not make an open attack upon the defenders of the law, the agitators invoked the aid of the law to accomplish their revengeful purpose. Their fury was mostly directed toward Thomas Burke, Rev. L. A. Banks, E. M. Carr, Frank Hanford and David H. Webster. It was the intention to name Cornelius H. Hanford in the list instead of Frank Hanford, his brother. Almost immediately after the shooting a complaint was sworn to before George A. Hill, justice of the peace, and a warrant for the arrest of these five put in the hands of Constable H. G. Thornton to make the arrest upon a charge of shooting with intent to kill. No proof, other than the oath to the complaint, was offered in support of this charge, and the charge was untrue so far as most of them were concerned because they had not discharged their guns. These five were then at the courthouse and there the constable came with his warrant. All knew that if they left the precincts of the courthouse it was practically certain that Thomas Burke at least would be lynched by the mob. Their friends advised them not to submit to arrest under such circumstances, but Burke said, "I have taken my stand in support of the law and I am therefore under greater obligation to obey the law represented by its officers."

1880

THE CHANGES WROUGHT IN FIRST AVE.
LOOKING NORTH FROM PIONEER PLACE.
1914

Judge Greene, then chief justice of the Supreme Court of the territory, and presiding judge of the District Court holding terms at Seattle, was present in the courthouse and was in consultation with the governor who was looking to him for advice at the very time Constable Thornton appeared before them with his warrant for the arrest of the five men. The constable told the judge his errand. The judge replied: "These men are officers of my court, on duty here, and I shall not allow them to be arrested in my presence." The constable, without further parley, withdrew. The judge then turned to the governor and said: "This officer will be back within half an hour. We must act quickly. It is my judgment that the situation can be controlled without serious difficulty if you proclaim martial law and that it cannot be controlled otherwise." Thereupon the governor, suddenly recovering from the painful perplexity into which the deplorable situation, his deep sense of personal supreme responsibility and the imperative necessity of instant decision had plunged him, said: "We'll proclaim martial law." Straightway the judge dropped into a chair by a table at which the governor and he had been standing and wrote as fast as he could drive his pen a draft of a proclamation of martial law to cover the City of Seattle. The governor read it and signed it as soon as finished. Hardly had he done so when Mr. Thornton, warrant in hand, appeared again in the doorway. The judge at once addressing him, said: "Mr. Thornton, this city is under martial law. The governor has just proclaimed it." And, standing up, the judge read aloud in the presence of the governor, the Home Guards, Mr. Thornton and a few others present the proclamation on which the ink was scarcely dry. The constable retired without prisoners. The great seal of the territory was at Olympia, but a seal for the proclamation was extemporized by attaching to it the seal removed from a notary public's commission. The judge then went out upon the courthouse porch and again read the document in a loud voice to the multitude in the streets. They listened closely till he had concluded and then broke into agitated, talkative groups. A copy of the proclamation was forthwith made and printed, and within an hour or two printed copies were everywhere in the city. A suitable military staff for himself and a provost-marshal for the city were promptly commissioned by the governor and he took military command of the city. It proved to be completely in his hands. It very speedily grew quiet under the strict regulations enforced by the provost-marshal's office for its government; business men safely resumed their ordinary activities; and the horde of malcontents who had invaded it disappeared from it more rapidly than they had gathered.

The following is the text of the proclamation:

"Whereas, heretofore, on the 7th day of February, 1886, in consequence of an inflamed condition of the public mind in the City of Seattle and grave disturbance of the public peace therein, I, Watson C. Squire, governor of the Territory of Washington, issued my proclamation warning all persons to desist from breaches of the peace and to peaceably return to their homes, except such as were disposed to assist the sheriff and the other duly constituted authorities in maintaining law and order, and requesting all persons who were disposed to assist in maintaining order to enroll themselves under the sheriff immediately for that purpose; and

"Whereas, said proclamation has proved ineffectual to quiet the public mind and preserve the peace; and

"Whereas, numerous breaches of the peace have occurred, and more are threatened; and

"Whereas, an insurrection exists in said City of Seattle by which the lives, liberty and property of citizens of the territory are endangered; and

"Whereas, the civil authorities have proved powerless to suppress said insurrection or prevent such breaches of the peace; and

"Whereas, the necessity for martial law within said city exists, and it is deemed proper that all needful measures should be taken for the protection of such citizens and sojourners, and of all officers of the United States, and of the territory in the discharge of their public duties within said city.

"Now, therefore, be it known that I, Watson C. Squire, as governor of said territory and commander in chief of the military command of said City of Seattle, do hereby order that no person exercise any office or authority in said city which may be inconsistent with the laws of said territory, and I do hereby suspend the writ of habeas corpus and declare martial law within said city.

"Done at the City of Seattle, Territory of Washington, this 8th day of February, A. D. 1886.

"Witness my hand and seal of said territory.

(Seal) "Watson C. Squire, Governor."

It was about noon when the proclamation was signed. Later, about 3 o'clock in the afternoon, the governor and the judge unattended walked together down Yesler Way and found the sidewalks still numerously occupied, and themselves the target of not overfriendly glances and pointed fingers, but met no hostile word or demonstration. One fellow, pointing to the judge, was overheard to say to another: "There goes the man responsible for this business." Whether he referred to the habeas corpus proceeding or to the proclamation was not clear.

Constable Thornton, who had brought the writ, was in full sympathy with the men whom he had come to arrest, and realized fully the peril that threatened them and him if he attempted to take them down town to the police office, but he was a man of courage, and with strong ideas of his duty to obey orders, and being well armed, was confident he would be able to shield them from violence, and he undoubtedly would have done his best to secure their safety while in his charge, but what could one man do against a thousand? Of course, he was glad that the declaration of martial law had suspended his writ of arrest, and smilingly left without his men.

Later a charge of murder in the first degree was lodged against these men, and they were arrested and taken before Justice George A. Hill for a preliminary hearing. The leaders of the agitators tried hard to have the men under arrest sent to jail to await trial, but the justice recognized the true condition of affairs and decided to accept bail. It was at once furnished and they were set free. No attempt was made to force a trial under this charge.

These men and a few others were told by two other members of the company that each believed the fatal shot came from his rifle, but the fact was not made public until after the death of both of these men. One of them was R. B.

Partridge, who was ill at the time, and who died March 20th following. His death was undoubtedly hastened by the excitement early in February, and regret that he should have killed a fellow being. The other was Capt. John A. Hatfield, who was a lieutenant in the Home Guards. Captain Hatfield died in Seattle, November 25, 1896, and just previous to his death he requested that his statement of the fact should be made public. At the earliest moment he told Sheriff McGraw, and expressed the wish to clear his friends of the charge against them, but McGraw strongly advised against it, telling him he had done only his sworn duty and advised him to keep the fact to himself. Stewart had grabbed E. M. Carr's rifle, and although the latter was a large, powerful and resolute man, the former had nearly wrenched the gun away. At this instant Hatfield fired from the hip at a distance of seven or eight feet, and Stewart immediately fell mortally wounded.

At the time of the firing, a load of buckshot was discharged from a shot-gun and lodged in the woodwork of the building at the corner. It was perhaps eight feet above the sidewalk. Some one drew a circle about the holes and wrote near it "Burke's mark." He was particularly the object of the mob's hatred and villification, and for years afterward it was a common occurrence for some derisive or threatening remark to come from the crowd as he passed on the street or appeared on the platform at a public meeting. His landlord was told plainly that if he retained Burke as his tenant his building would be blown up with dynamite. Hundreds of abusive and threatening letters were sent to him and in many ways special pains were taken to annoy him and Mrs. Burke.

In a little book published by Capt. George Kinnear in 1911, he gives an account of the organization of the Home Guards. Early in November, 1885, ten or a dozen men met by appointment and after considerable discussion decided to organize a body of men to aid the civil officers in resistance to any mob that might gather. Soon afterward about eighty men assembled at the fire engine house which then stood on Columbia Street near the alley between First and Second avenues and organized a company that was called the "Home Guards," with George Kinnear, captain, and William G. Latimer and John G. Scurry, lieutenants. Soon after Mr. Scurry transferred to the Rifles and J. A. Hatfield succeeded him as lieutenant. When it became known that this company was organized, volunteers flocked to the recruiting office until nearly two hundred were enrolled, and it was deemed advisable to form another company.

The muster roll of Captain Kinnear's company was as follows:

Captain, George Kinnear; first lieutenant, J. A. Hatfield; second lieutenant, William G. Latimer.

Sergeants, Daniel H. Gilman, Edward L. Marshall, George W. Boardman and G. Morris Haller.

Privates, R. B. Albertson, C. H. Allmond, J. Aronson, George B. Adair, William E. Boone, S. Baxter, H. B. Bagley, Amos Brown, A. S. Burwell, E. V. Bigelow, D. H. Blackmar, J. K. Bothwell, J. W. Busby, Thomas Burke, T. S. Brown, D. P. Ballard, Beriah Brown, J. E. Brockway, F. J. Burns, E. M. Carr, Josiah Collins, Jr., R. G. Caldwell, M. J. Carkeek, G. A. Colman, L. J. Colman, W. J. Colkett, N. B. Colt, H. F. Compton, R. M. Crawford, E. Conway, F. A. Churchill, F. W. Clayton, J. E. Duff, L. F. Dearborn, Griffith Davies, Charles D. Emery, W. R. Forrest, James Frankland, H. M. Frankland, P. Frederick,

George W. Furry, J. M. Gale, Jesse W. George, F. M. George, J. C. Grasse, Henry Gormley, F. M. Guye, Charles Hill, George D. Hill, Homer M. Hill, W. H. Hazard, R. Hopkins, W. B. Hubbard, David S. Hyde, John W. Hunter, O. S. Jones, Charles Kellogg, David Kellogg, O. Knox, James Kelly, James M. Lang, John Leary, W. E. Ledgerwood, J. C. Lipsky, R. R. Lombard, H. B. Loomis, Barth Lynch, R. L. Marshall, Moses R. Maddocks, J. R. McDonald, Owen McCormick, J. W. McGee, S. H. McIntyre, Edmond S. Meany, William M. Morse, Angus Mackintosh, W. F. Munroe, Mil F. Mayhew, Carl L. Nelson, B. L. Northup, F. H. Osgood, C. L. Palmer, R. B. Partridge, Bernard Pelly, W. R. Phillips, George H. Preston, Harold Preston, G. W. Price, William H. Pumphrey, C. E. Quinn, Robert Russell, William V. Rinehart, W. H. Reeves, William Robertson, Otto Ranke, U. M. Rasin, S. W. Scott, H. A. Sears, W. B. Seymour, E. Shepherd, S. P. Short, Eben Smith, W. Parry Smith, Edward L. Smith, D. T. Smith, S. E. Smith, J. S. M. Smart, Frank I. Tedford, Edward L. Terry, L. A. Treen, B. B. Tuttle, A. Uren, S. B. Vrooman, F. H. Whitworth, David Webster, W. H. Welbon, I. N. Wilcoxen, J. W. Wilkinson, George A. Weed, William H. White, A. M. Young.

The Seattle Rifles were organized in May, 1884, with J. C. B. Hebbard as captain, with Joseph Green and E. M. Carr, lieutenants, and John A. Whalley, first sergeant. During the period between the organization and February, 1886, the company grew largely in numbers and there were many changes in officers and men. At the latter date the following was the muster roll of the company:

Captain, Joseph Green; first lieutenant, C. L. F. Kellogg; second lieutenant, L. R. Dawson.

Sergeants, John A. Whalley, F. M. Street, Charles Kinnear, G. B. Smith.

Privates, M. Adams, R. R. Agassiz, C. M. Anderson, J. E. Baker, F. Bauerlein, T. R. Berry, G. C. Benn, David Bigelow, James W. Bixby, T. M. Boadman, N. O. Booth, Edward S. Briscoe, E. B. Burwell, Albert Bryan, J. H. Carlisle, Edward C. Cheasty, J. E. Chilberg, J. T. Cochran, W. M. Coffman, W. M. Coombs, Charles Denny, W. Denny, David T. Denny, Jr., W. R. Gallagher, M. L. Garrison, L. C. Gilman, Fred J. Grant, G. A. Hall, T. N. Haller, J. A. Harder, F. H. Hardwick, T. Hayton, G. Hastie, J. Henry, W. B. Jackling, L. Jacobs, Hiram Jacobs, E. Kellogg, E. C. Kilbourne, O. P. Lee, James Hamilton Lewis, Howard H. Lewis, W. L. Ludlow, M. F. Mayhew, Ed W. Melse, J. Michaels, N. G. McPherson, Oliver C. McGilvra, George M. O'Brien, C. Grant Perkins, J. W. Porter, E. T. Powell, W. H. Raymond, W. V. Rinehart, Jr., J. G. Scurry, A. L. Sutton, A. J. Snyder, Everett Smith, C. L. Stone, Fred Struve, W. L. Stevenson, H. L. Shaw, J. M. Taylor, G. F. Thorndyke, Kirk C. Ward, Benjamin Weed.

Musicians, C. Smith, C. Durgan, C. Wilson, J. Smith, T. Powers.

Company D, National Washington Guards, was organized September 18, 1884, with E. P. Edsen as captain and E. T. Huff and R. K. Robb as lieutenants. Previous to the riots nearly all of its officers had changed. Lieutenant Robb had been accidentally killed on the rifle range during practice. In February, 1886, the following was the muster roll of the company:

Captain, John C. Haines; first lieutenant, E. E. Hunt; second lieutenant, J. B. Metcalfe.

Sergeants, J. R. Smith, A. P. Brown, F. M. Thomas, P. Farraher, T. E. Nunan.

Corporals, B. Keagle, M. Conrad, R. M. Hummell, T. H. Kendall, E. C. Griffith, H. Cann, G. C. Startup, F. Beattie.

Privates, Henry Argens, Charles H. Adsit, Emil Anderson, J. W. Anderson, Louis Anderson, P. A. Anderson, F. Bogardus, J. Brannan, I. Bushong, Thomas Clancy, E. R. Clarke, U. G. Clarke, John Caldwell, N. J. Davies, J. W. Edwards, C. W. Frankland, E. A. Gardner, Harry Green, P. Greany, W. H. Gorham, J. Harding, G. T. Holden, S. Kaufman, John Kelly, W. P. Kenny, Nels Lewis, W. Lindsley, George Masel, S. D. Masel, C. J. Maidment, J. A. McCoombs, J. McIntyre, J. McGough, R. McKinley, John H. McGraw, Dan McKinnon, F. McKeon, Charles McKnight, S. McKnight, F. Kowin, D. McTavish, Grover Nunan, J. Neally, A. M. Pinckney, T. E. Peiser, W. A. Perry, F. Roberts, J. Roper, J. W. Smart, N. K. Smythe, L. Spray, H. M. Shaw, L. Steeves, George Teffertilter, S. B. White, G. A. Wilder, George Wood, S. H. Willey, F. W. Wusthoff, J. L. Weatherby, J. L. Williamson, Daniel Wilson.

Musicians, Major Jones, Charles T. Cowden, Lyman Spray, John Wright, Arthur Jones, Harry Adair, C. R. Allen, Frank Smith, William Kenny.

The University Cadets were organized February 22, 1884, and its first officers were still in command in February, 1886. Following is its muster roll:

Captain, Charles A. Kinnear; first lieutenant, E. T. Powell; second lieutenant, T. R. Berry.

Sergeants, Gormley, Hawley, Sparling, Bigelow.

Corporals, Wakefield, West, Porter, Robinson, Ward, McGilvra.

Privates, Adams, G., Alverson, N., Alverson, E., Alvord, I., Alvord, Benn, Bogart, Bryant, Card, Dunlap, Evans, French, Hayton, Huntington, Loveland, McElroy, Noyes, Schultze, Stacy, Sutton, Thorndyke, Waltze, Weed, Webb.

On Friday, February 19, 1886, the organization of a second company of Home Guards was perfected. The old company was getting too unwieldy by reason of so many accessions, and it was thought best to divide it. The civil appointments were C. H. Hanford, president; H. M. Hoyt, secretary, and A. J. Fiskin, treasurer. Following is the muster roll at that date:

Captain, E. M. Carr; first lieutenant, W. T. Sharpe; second lieutenant, Joseph F. McNaught.

Sergeants, F. H. Sparling, E. S. Osborne, W. R. Thornell, Thomas E. Jones, F. A. Bell.

Corporals, R. S. Cox, Jr., F. C. Montgomery, T. R. Pumphrey, W. A. Peters, H. L. Bates, Frank Hanford, E. A. Turner, W. A. Hasbrouck.

Privates, H. H. Ames, Robert Abrams, E. Anrud, William Brackett, H. M. Block, F. A. Churchill, C. A. Craig, C. D. Davis, G. Davies, A. J. Fiskin, George H. Foster, George W. Furry, A. M. Gilman, James Goldsmith, W. H. Gleason, C. H. Hanford, A. E. Hanford, Neil Henley, H. M. Hoyt, A. Hamblet, R. M. Hopkins, W. H. Hughes, T. C. Kennard, F. A. Keane, J. P. Lange, J. D. Lowman, John Langston, Robert N. McFadden, Sydney Z. Mitchell, Gamma Poncin, G. Willis Price, Stewart Smith, Edwin Shepherd, William D. Wood.

On Monday, March 1, 1886, the Seattle Cadet Corps was organized at the Sixth Street School Building, with the following list of members:

E. T. Huff, Fred Struve, G. Parker, J. H. Brown, H. Bullene, Frank Atkins, M. Booth, A. Perkins, J. Schultz, W. Fulton, D. Davis, M. Schultz, B. Parker, R. Andrews, Walter Piper, J. Skidmore, R. Greene, Ben C. Smith, A. N. Brown, J. Williamson, Charles Wright, Charles Wilson, W. F. Simon, A. N. Graves, Ed Nickels, J. D. Daly, J. Evans, D. Clarke, W. Hanson, F. Smart, A. Brella, C. Howe, M. D. Nunan, J. F. Stull, G. F. Hansell, E. C. Damon, Ed Reynolds, H. Roseberg, A. Jones, William Feas, Harold M. Hanson.

This made six military companies in the city, all ready at the call of the civil authorities to aid in the enforcement of law and order.

Unlike the police department the Seattle fire department was loyal and brave in its performance of its duties during all the trying days following the outbreak until the arrival of the federal troops. Its chief, Gardner Kellogg, immediately organized his men into a fire patrol, and during the whole twenty-four hours of each day it patrolled the region south of Yesler Way, kept constant guard over its engine houses and equipment and performed other police service.

On the 9th President Cleveland issued a proclamation approving the action of the governor and he ordered United States troops here as rapidly as steam could bring them. They were not taken away until all danger of another uprising had vanished.

The city remained under martial law only until February 22d, but the federal troops were kept here for several months. The police force had been put under the control of Maj. A. E. Alden, provost marshal, and strengthened by enrollment of additional men, who could be relied upon to uphold the law at all hazards. Several patrolmen had been removed by Mayor Yesler, and Chief Murphy compelled to resign, so that when civil government was restored the city was well prepared for any emergency that might arise. Fear of the local and Federal military had caused large numbers of the idle and vicious to hastily decamp, and the city was far more quiet than for several months previous. The ring-leaders of the mob had been arrested and in due time brought to trial, but as no overt criminal act was proved against them their discharge soon followed.

The Queen had taken away nearly two hundred Chinamen on the 7th, and the George W. Elder carried away 110 more on the 14th, leaving about fifty who could not be taken. These gradually departed by train and steamer until but a handful remained. No further effort was made to molest them. However, much bitterness was kept alive by unscrupulous newspapers and noisy demagogues. A "Peoples Party" was organized by the anti-Chinese element and a Loyal League formed by the deputy sheriffs and their friends.

At the municipal election in July, 1886, William H. Shoudy, "Peoples Party" candidate, was elected mayor by a majority of forty-one over Arthur A. Denny, in a total vote of about twenty-four hundred. Each organization elected four councilmen. At the general election the first week in November of that year the Peoples Party made a clean sweep of all the offices throughout the county. During the summer many of the men who had been active on the law and order side saw opportunity of political preferment and joined their erstwhile enemies. The whole city and county government was by these elections turned over to the sympathizers with, if not actual participants in, the succession of unlawful acts of the preceding twelve months, but the business depression had begun

FROM CORNER OF THIRD AVENUE AND UNION AT RECEPTION TO HENRY VILLARD IN 1883

FROM SAME POINT IN 1914, POSTOFFICE IN FOREGROUND

amelioration, the intermeddlers from outside the county, as well as the Chinamen, had disappeared; the handling of city and county affairs was in the hands of duly elected citizens of the locality and no occasion arose for unlawful acts or questionable proceedings.

The disorders and their stern repression had advertised the city all over the world and men of wealth and full of energy flocked here from all parts of the United States. Population grew apace, the city expanded and new enterprises multiplied so that early in 1887 our dark days and troublous times had disappeared as if by magic.

The municipal episode, culminating in the martial law of Seattle, has proved an invaluable salutary object lesson, long to be profitably remembered, more especially by the people who have since resided or hereafter shall reside in Seattle, or other municipalities of the State of Washington, but also by other cities and populations, not only by those up and down the Pacific Coast, but also by those elsewhere throughout the United States, teaching that organized order is mightier than disorder, that martial law, as it can be and has in Seattle been exercised, is not necessarily an evil, resulting in net loss or damage to the community affected by it, but rather is a mighty beneficial and constitutional resource, within easy, almost instantaneous, reach of a community oppressed or menaced by invasive or insurrectionary lawlessness, and enabling the executive in their interest to deal summarily with offenders and restore and enforce obedience to the law.

The lesson is, that the tremendous power to suspend the writ of habeas corpus and declare martial law is a sacred trust, reposed by our American states and Federal Constitution in the Chief Executive of state or nation, enabling him to compel order, in great exigencies, with which the lesser public functionaries are impotent to cope—a power terrible to those only who are evil doers, but a refuge in extremity and a blessing to those who do well. The ability of a democracy to maintain its stability against all shocks, and every possible assault, depends in the last analysis upon the wisdom and firmness of him, whom they make and hold responsible for the exercise of dictatorial powers, whenever a constitutional emergency calling for such exercise arises. A chief magistrate having the requisite wisdom and firmness, Seattle happily had in Governor Squire. He displayed great moral courage in issuing the proclamation. It is a moot point whether he had the legal right as territorial governor to proclaim and administer martial law, but the National Executive sustained him. Two suits were instituted in the District Court at Seattle, in 1888, to test the question. One was by J. D. Hannegan, and the other by Junius Rochester, as plaintiff, against Watson C. Squire and John Gibbon. These suits were brought to issue, but never came to trial. Both were dismissed for want of prosecution in June, 1915.

CHAPTER XXVI

BANKS AND BANKERS

Seattle is the financial center of the Northwest. The foundation upon which she built this enduring structure was the honesty of two men. "Horton and Denny's bank is good enough for me," was the expression universally heard from Victoria to Olympia, in the '70s, and from all parts of the Sound men came to Seattle and deposited their money with as much confidence as the Briton leaves his in the safe-keeping of the Bank of England. The effect this had on the growing community was important; it brought all the leading men of the Sound into close financial relations with Seattle and laid the foundation for the great wholesale trade that the city now enjoys, as country merchants found it convenient to buy their supplies in the town where their money was on deposit. Had Dexter Horton and Arthur A. Denny never entered the banking business it is reasonable to presume that an institution was as likely to develop in some other community as in Seattle and the tide of early financial transactions to turn in its direction.

When Dexter Horton started in the mercantile business in Seattle in 1854, opening a small store at what is now the corner of First Avenue South and Washington, he had no intention of becoming a banker. There were no banks in the territory then and the need for one did not exist, as money was scarce. In those early days the possibilities of studying character were greater than they are now, for every man knew his neighbor well and the early struggle brought into bold relief the stuff of which men were made. As the years went on Dexter Horton measured up to the standard that men set upon man and gained the reputation for honesty and integrity that followed him to his grave. Loggers coming in from the camps did not wish to carry their money with them and grew into the habit of leaving it with Horton. It was placed in sacks and hidden in various places in his store, the depths of a barrel of coffee being one of the favorite spots. As this stock of other people's money grew Horton installed a safe to better care for it. Men would leave their sacks with him and he would throw them into the safe, with an identifying tag on each. In some cases years would elapse before some of the owners would call again, but when they did the sack was still in the safe. Gradually it became the habit to keep the sacks in action by the owner calling often to add to or subtract from his store of gold. When money was needed the owner of a sack would take out what he needed, place a receipt for the amount in its place, and again the sack would be thrown into the safe.

The evolution of this practice was natural. Dexter Horton found himself overrun with money by 1870 and decided that there was nothing left for him to do but open a bank and care for it in a more systematic manner. David Phillips, another progressive merchant, joined forces with Horton and on June

16, 1870, under the name of Phillips, Horton & Co., they opened a bank in a one-story frame building, 20 by 40 feet in size, at the corner of what is now First Avenue South and Washington Street.

The new bank was less than two years old when, in March, 1872, David Phillips died. Arthur A. Denny took over the Phillips interest and the firm name then became Dexter Horton & Co. With the thoroughness that characterized all his actions, Mr. Denny entered the banking business, accepting full responsibility for his investment. It was while Horton and Denny were in partnership that the bank commenced to develop into the big institution that it is today, and the universal confidence reposed in the two men was a greater asset for the firm than the columns of figures that reflected its financial standing. In 1887 a territorial charter was obtained and the bank operated under it until June 27, 1910, when it received a charter from the National Government and the name was changed to the Dexter Horton National Bank of Seattle. Arthur A. Denny died on January 9, 1899, and Dexter Horton on July 28, 1904. N. H. Latimer, who entered the bank's employ as a youth, rose to become its president when it became a national bank. R. H. Denny, one of A. A. Denny's sons, is a vice president, and C. E. Horton, nephew of Dexter Horton, is on the board of directors.

The history of the Dexter Horton Bank has been followed because it was the first to be organized, not only in the small town from which the Seattle of today grew, but in the territory that is now the State of Washington. As the city grew other banks were organized, reached prosperity, were absorbed by others or, as happens in but few instances, had to give up the struggle against odds too great to meet.

While the first bank succeeded by its honesty and the confidence which Seattle's pioneers placed in its founder, the one which next followed it proved to be disastrous to the community.

In May, 1872, S. P. Warren, O. A. Warren, C. T. Warren, J. S. Lockwood, W. H. Hood, R. N. Moxham and A. L. Winner incorporated for the purpose of carrying on a general banking business here, with capital of $500,000 which was wholly subscribed by the incorporators. The bank made a good showing in its statement of November, 1872; but on May 1, 1873, closed its doors. It became known that the concern was a mere shell, was run by S. P. Warren, who constituted the whole Puget Sound Banking Company, had no associates and was supported wholly by the funds of depositors. The deposits were not large and a loss of only about five thousand dollars fell on the community.

Late in 1875 or early in 1876 J. M. Colman commenced doing a private banking business on a small scale; he was thus engaged in June of the latter year. In September, 1878, Mackintosh & Reeves, real estate dealers, opened the Seattle Loan and Savings Agency, with the object of making "the surplus earnings of the Puget Sound country available in developing the agricultural, mechanical and mineral resources of the territory." They offered to receive deposits of $5 and upward to be loaned on real estate security. They received deposits and kept accounts subject to check or draft, paid interest on time deposits, loaned money on real estate mortgages, discounted sixty and ninety days commercial paper, issued drafts on the large cities, made collections and had a complete abstract to titles of all real estate in the county.

Early in April, 1882, George W. Harris Company began doing a private banking business in Seattle. Thus with Dexter Horton & Company and Mackintosh & Reeves, the young city boasted of three banking establishments.

Late in September, 1882, the First National Bank of Seattle was organized with a capital of $150,000 and with the following officers: George W. Harris, president; W. I. Wadleigh, secretary; W. S. Ladd, C. L. Dingley, H. L. Yesler, John Leary, and J. R. Lewis, directors. The latter was attorney for the corporation. It began business in the banking room occupied by Harris & Company and later in the Yesler and Leary new brick block.

In May, 1883, the Puget Sound National Bank of Seattle was established with a capital of $150,000. The incorporators were Bailey Gatzert, James McNaught and H. L. Yesler of Seattle and Jacob Furth and others of Colusa, Cal. Mr. Gatzert was chosen president and Jacob Furth, cashier.

The Merchants National Bank was organized June, 1883, with a capital of $50,000 with Angus Mackintosh as president and W. H. Reeves, cashier. Other stockholders were Thomas Burke, Mary M. Miller and James Campbell. This bank succeeded to the business of Mackintosh & Reeves, bankers. This gave Seattle three national banks within half a year and it now had more national banks than any city on the Pacific Coast.

Edward B. Downing & Company began a banking and brokerage business in the Post Building in January, 1884. The company bought and sold bonds, street and local securities, made collections and sold letters of credit.

The Washington Savings Bank was incorporated in June, 1888, by W. W. Dearborn, B. B. Dearborn and H. W. Higgins, with a capital stock of $50,000.

The Bank of North Seattle was incorporated in January, 1889, by H. W. Wheeler, D. T. Denny, C. P. Stone, J. Y. Ostrander, C. B. Bagley, Ex-Governor W. C. Squire, George Kinnear, and T. B. Elder, with a capital of $50,000. The first officers were H. W. Wheeler, president, C. B. Bagley, cashier.

The Seattle Bank of Commerce was organized in April, 1889, with a capital of $250,000, by the following incorporators: M. D. Ballard, R. Holyoke, W. P. Boyd, and Griffith Davis of Seattle, and A. S. Garretson, D. F. Sawyer, C. D. Close, C. F. Lovelace, J. F. Hill, M. Bloom and R. R. Spencer of Iowa.

By April, 1889, when the Seattle Clearing House was organized, the city had the following banks: Merchants National, capital, $100,000; First National, capital, $150,000; Puget Sound National, capital, $50,000; Dexter Horton & Company, capital, $200,000; Guaranty Loan and Trust Company, capital, $50,000; Washington Savings, capital, $50,000; Bank of North Seattle, capital, $50,000; Seattle Bank of Commerce, capital, $250,000; two or three private banking concerns, capital $50,000.

The clearing house was organized in the spring of 1889, but did not commence operations, owing to the big fire, until September. The election of officers in June resulted as follows: president, John P. Hoyt; secretary, Abram Barker; clearing house committee, L. Turner, Jacob Furth and R. R. Spencer.

At the close of the year the following banking establishments had been added to the list: Washington National, Boston National, Seattle Title & Trust Company, Bank of British Columbia, Branch, G. Miller & Company, and a few other private concerns. The bank clearings for the week ending November 9,

1889, were $1,549,504. This amount was twice as much as the clearings of Tacoma banks for the same period.

The Marine Savings Bank was established at Port Townsend in 1890 but in February, 1893, was removed to Ballard where it continued to do business until 1896 when it made an assignment to William H. Moore for the benefit of its creditors. D. T. Denny of Seattle was the principal stockholder. P. C. Davis was appointed receiver.

The panic of 1893 gave the Seattle banks the greatest trouble they had experienced thus far in their history. It must be said to their credit that they made great sacrifices in order to stem the tide of failures and disasters which swept down upon the city during the latter part of the year. The truth will probably never be known but the newspapers and old residents of that time declared that the banks unquestionably saved the city from serious disaster. They freely and promptly offered assistance to every concern that seemed on the point of failure and that could give reasonable security for loans. It was declared that the banking establishments kept open all night frequently in order to assist concerns and individuals in sore need of money. But the banks themselves did not wholly escape serious results. Although nearly all came through with unimpaired credit and in excellent shape, several were in distress. The Washington Savings Bank closed its doors and C. M. Sheafe was appointed receiver. The Merchants National Bank also suffered disaster, May 21, 1895, and was closed by the officials. Charles H. Baker was appointed its receiver.

It must be admitted that the years from 1893 to 1896 inclusive, were not favorable anywhere in the country for banking operations. The whole country was in an unusual state of strikes and unrest and all capital suffered seriously in consequence. Angus Mackintosh was president of the Merchants National Bank. This bank's affairs were investigated by the grand jury in 1898. James Bothwell was appointed receiver in February, 1897. That business was on a very uncertain basis during the early '90s is shown by the clearing house statement of the period. Previous to 1891 clearances had reached the total of $56,753,230.09. They dropped to about forty-nine million dollars, regaining part of the lost ground in 1892 when they amounted to about fifty-five million five hundred thousand dollars, only to drop back to a little over forty million dollars in 1893.

The bank deposits in 1893 were $2,378,398.80; in 1896 they were only $2,710,-371.30. After that both clearings and deposits advanced by leaps and bounds. By 1900 the deposits were over seventeen million dollars and the clearings over one hundred and thirty million dollars.

In 1892 the Scandinavian-American Bank was established with Andrew Chilberg as stockholder and official. In 1895 the Security Savings Bank got into trouble. J. L. Edmiston was its president. In January, 1897, the Seattle Savings Bank closed its doors. This was done voluntarily by the officers owing to a heavy run upon it for several days previously. H. O. Shuey was appointed receiver. W. R. Ballard was president of this bank at the time.

During 1897-98 there was an immense increase in the deposits in all of the local banks. This meant, of course, that business of all kinds here was prosperous and was due mainly to the rush for Alaska. The Puget Sound National Bank alone increased its deposits by $442,000 in a few months. In February, 1898, there were six national banks in the city as follows: Puget Sound, Boston,

Washington, Bank of Commerce, First and Seattle. At this time there were ten banking establishments in the city besides several private concerns that did a partial banking business. The deposits in the local banks increased from $2,780,326.14 on October 6, 1896, to $7,961,664.75 on September 20, 1898. One of the banks gained during this period 523 per cent in deposits.

At all times the clearing house association was a great advantage to the banking operations in this city, especially during the panic of 1893 and the subsequent years of depression previous to 1896. It served to give all the banks standing and stability by united effort that could not have been accomplished by any other means. After the hard times were over, or rather when the Alaska rush quadrupled business of every description the clearing house made immense advances and was a power in the community in strengthening, not only the credit of the banks, but of every business establishment in this city that was built upon a firm foundation. It was a remarkable fact that in 1899 the East came to the West for money for the first time so far as known in the history of the country. President McKinley's administration had brought an immense revival of business in the East and the demand for money there became so great that large quantities were imported from the Pacific Coast and Europe. Seattle sent East in 1899 nearly half a million dollars for temporary relief.

During the first decade of the twentieth century two-thirds of the banking establishments of Seattle came into existence with numerous changes, mergers and increases in capitalization. It was a period of enormous growth in local banking operations. Many concerns sprang into existence and were needed by the wonderful development and growth inaugurated here and by the immense amount of money that was placed on deposit and invested in local business. In 1900 the Northwestern Trust and Safe Deposit Company was organized and H. O. Shuey & Company began a private banking business.

In 1901 the Canadian Bank of Commerce consolidated with the Bank of British Columbia. The new concern had a capital of $8,000,000, a surplus of $200,000, and assets of over fifty million dollars. A branch of this bank was located here and had unlimited credit. At this time the bank possessed sixteen offices, or branches, west of the Rocky Mountains. Two years later the American Savings & Trust Company and the Washington Trust Company were organized. The Seattle National Bank absorbed the old Boston National Bank. In 1905 the State Bank of Seattle, the Fremont State Bank and the Oriental-American Bank were established. In 1906 the Northern Bank and Trust Company was formed, and The Washington National Bank was absorbed by the National Bank of Commerce.

In 1901-2 the enormous volume of business done in this city astonished even the bankers themselves. Everything doubled and tripled within a short time. It was evident that much of the money came from new citizens who, by the tens of thousands, located permanently in the city. On November 12, 1902, the bank clearings were $1,112,096.32, the largest amount ever cleared up to that date in Seattle. The total business of the clearing house, banks and the postoffice for the year was $383,771,945.52. All records were broken.

In 1904 Dexter Horton, the first banker in the city, died and left an estate valued at nearly one million dollars.

In 1906 the local banks had cut loose from Portland and began to hold larger

ABOVE—THE OCCIDENTAL HOTEL IN 1881. BELOW—LOOKING FROM SAME PLACE IN SAME DIRECTION IN 1915

balances than ever before. Seattle thus became a second-class banking reserve center. The banks here were required to keep 25 per cent of their funds in reserve and the city became for the first time a financial as well as a commercial and shipping center. Vast sums of money which had gone previously from many western banks to Portland and San Francisco now came here for reserve.

In January, 1906, the bank deposits were over thirty-seven million dollars; the total capitalization $72,525,000; the surplus $2,237,390; and there were seventeen banking establishments doing business. For October the Seattle bank clearings were largest in the history of the city, nearly fifty-two million dollars. In November, 1906, the deposits were over sixty million dollars. In 1907 five new banking concerns were ushered into existence as follows: Citizen's State, Green Lake, University, Bank for Savings, and Japanese-American Bank. In 1909 the Metropolitan Bank was established. In 1910 the following banking concerns were commenced: Mercantile, German American, Commercial State, Citizens National and Rainier Valley State. In the same year the Puget Sound National Bank was merged with the Seattle National Bank.

The panic of 1907, known as the Bankers' Panic or the Wall Street Panic, did not reach the Pacific Coast until the fall of the year. When it came the Seattle banks and the clearing house were forced to take extreme measures as a matter of self-defense. They followed the example set by the banks farther east and issued clearing house certificates to the amount of about one million five hundred thousand dollars. These certificates were issued by the Clearing House Association, of which, at that time, E. W. Andrews was manager. At the outset no plan for the retirement of these certificates was adopted. The banks retired them as fast as they deemed prudent. As soon as the stringency was over they were slowly retired so that by January 1, 1908, about one hundred thousand dollars worth had been returned to the clearing house. The first issue was on November 11, 1907. The bills were in denominations of $5, $10 and $20, and a little later denominations of $1 and $2 were issued, pledged for redemption on or about April 1, 1908. In addition to the clearing house certificates the banks themselves issued loan certificates to a large amount, but by January 1, 1909, $500,000 of these had been withdrawn. These were issued by the Clearing House Association to the individual banks in return for the securities of these institutions. They were never put in circulation but were mainly used in paying balances between the banks during the daily clearings. Both kinds of certificates were rapidly retired during the early part of 1908. There was no necessity for the issuance of any of these certificates except from lack of confidence during the troublous times. There was perfect harmony in Seattle, no panic, no friction and no loss. At this time the central bank was favored by the leading local bankers.

The Alaska-Yukon-Pacific Exposition, in 1909, brought to the city the meeting of the Seventh Annual Convention of the American Institute of Bankers, the sessions being held in the Elk's Hall of the Alaska Building. This was in June, and during the same month the Tri-State Bankers' Convention met in Seattle for the first time in its history. Visitors from all parts of the nation were in attendance at these conventions, large delegations coming from Chicago and New York. During the month of May, 1909, the local clearings had increased to over forty-eight million dollars, breaking all previous records, but in

July the May record was broken by clearings which totaled well over fifty-four million dollars.

In June, 1910, the pioneer banking house of Dexter Horton & Company increased its capitalization to $1,000,000 and took the necessary steps to become a national bank. As soon as this nationalization was completed, it absorbed the Washington Trust & Savings Bank. It was during this same month that Congress passed the postal savings bank law, a branch was soon opened in Seattle. By November the capitalization of the city banks had reached a total of $7,265,000; clearings were $590,000,000 for the year. During 1910-11 the banks were able to take $1,750,000 in Seattle bonds, handling the entire issue. There was a time, not so many years ago, when Seattle municipal bonds were purchased by eastern banks because of the inability of the local financial institutions to handle large issues. This time has passed and today Seattle banks have no trouble in obtaining funds for such purposes.

In January, 1912, the city council passed resolutions authorizing the mayor to appoint a commission to investigate the propriety and practicability of establishing a municipal bank. In December, Seattle had twenty-seven banks whose deposits amounted to $79,178,319.68. The increase was so rapid that local banks soon had about forty per cent of the total deposits in the banks of the state. At this time the banking capital was as great as the total deposits in 1897, and the deposits at this time were as great as the bank clearings for that year. The deposits in June, 1913, were $81,664,856. The Mortgage Trust and Savings Bank was established in 1914. In April, Seattle was placed in District No. 12 of the National Reserve Center, with headquarters at San Francisco, with the promise of a branch here at an early date. A capital of $4,000,000 minimum was required before an institution could become a reserve bank.

The annual clearings since the organization of the Seattle Clearing House, August 26, 1889, have been as follows: In 1889, $16,887,672.55; 1890, $56,574,989.88; 1891, $48,958,621.70; 1892, $54,198,419.13; 1893, $39,993,124.87; 1894, $26,980,926.55; 1895, $25,691,156.80; 1896, $28,157,065.28; 1897, $35,045,228.30; 1898, $68,414,635.78; 1899, $103,327,617.41; 1900, $130,323,281.07; 1901, $144,634,367.67; 1902, $191,885,972.67; 1903, $206,913,521.16; 1904, $222,247,309.24; 1905, $301,600,202.43; 1906, $485,910,021.93; 1907, $488,601,471.47; 1908, $429,499,251.77; 1909, $586,696,824.60; 1910, $590,093,364.91; 1911, $552,640,350.21; 1912, $602,430,660.99; 1913, $664,857,448.39; 1914, $633,061,083.79.

The following details regarding the several banks were supplied late in March, 1916:

American Savings Bank & Trust Co. (organized 1902; capital stock, $600,000); James A. Murray, president; J. A. Campbell, vice president; B. B. Luten, secretary; J. P. Gleason, vice president and manager; J. K. Bush, cashier; A. T. Drew, assistant cashier; directors, James A. Murray, John A. Campbell, Martin Woldson, Dr. Rufus H. Smith, W. J. Johnston, B. B. Luten, James P Gleason, George B. Baker, J. C. Ford, M. W. Peterson, E. L. Webster.

German-American Mercantile Bank (organized 1910; capital, $200,000); H. Middaugh, chairman of board; Ernest Carstens, president; C. S. Harley, vice president; I. J. Riley, cashier; directors, H. Middaugh, Ernest Carstens, M. J. Henehan, R. D. Brown, E. H. Flick, D. B. Fairley, W. M. French, W. J. Bruggeman, C. S. Harley.

Dexter Horton National Bank (organized 1870; capital, $1,200,000); N. H.

ONE OF SEATTLE'S FIRST STREET CARS, UNION STREET AND FIRST AVENUE, 1883

A SECTION OF FIRST AVENUE SOUTH ABOUT 1878

Latimer, president; G. F. Clark, vice president; C. E. Burnside, cashier; H. L. Merritt, assistant cashier; J. C. Norman, assistant cashier; R. H. MacMichael, bond manager; directors, N. H. Latimer, J. W. Clise, C. E. Horton, R. H. Denny, Edmund Bowden, J. T. Heffernan, W. H. Parsons, C. E. Burnside, A. S. Kerry, C. J. Smith, M. E. Reed, Eldred Tucker, G. F. Clark.

Scandinavian American Bank (organized 1892; capital, $500,000); A. Chilberg, president; J. E. Chilberg, vice president; M. J. Shaughnessy, second vice president; J. F. Lane, cashier; L. H. Woolfolk, assistant cashier; S. S. Lindstrom, assistant cashier; W. V. Rinehart, Jr., manager Ballard office; Otto S. J. Pederson, cashier Ballard office; directors, A. Chilberg, J. E. Chilberg, Jafet Linderberg, James F. Lane, M. J. Shaughnessy, A. G. Hanson, C. J. Erickson.

National Bank of Commerce (organized 1889; capital, $1,000,000); Manson F. Backus, president; Joseph A. Swalwell, vice president; Frank H. Luce, vice president; Stockton Veazey, cashier; Oliver A. Spencer, assistant cashier; Robert S. Walker, assistant cashier; directors: Richard P. Callahan, Manson F. Backus, Le Roy M. Backus, William C. Butler, William Calvert, Jr., John A. Campbell, Wallace G. Collins, Thomas A. Davies, George Donworth, Joshua Green, Horace C. Henry, Clarence J. Lord, John T. McChesney, Evan S. McCord, Richard D. Merrill, Charles S. Miller, Joseph A. Swalwell, Edward F. Sweeney, Moritz Thomsen, Hugh C. Wallace.

Union Savings & Trust Company (organized 1903; capital, $600,000); James D. Hoge, president; J. D. Lowman, A. B. Stewart, vice presidents; N. B. Solner, cashier; Rollin Sanford, E. J. Whitty, assistant cashiers; O. P. Dix, bond manager; directors, A. B. Stewart, J. D. Lowman, Ferdinand H. Clarke, John C. Eden, James D. Hoge, N. B. Solner.

National City Bank (organized 1911; capital, $500,000); J. W. Maxwell, president; F. W. Baker, vice president; J. H. Bloedel, vice president; E. W. Campbell, cashier; N. H. Seil, assistant cashier; directors, C. A. Black, J. F. Bloedel, Albert Daub, F. W. Baker, F. T. Fisher, Robert R. Fox, F. H. Jackson, C. B. Lamont, J. W. Maxwell, C. L. Norris, Olof Olson, W. C. Prater, A. J. Rhodes, D. E. Skinner, Clifford Wiley, Worrall Wilson.

Dexter Horton Trust and Savings Bank (a subsidiary organization to the Dexter Horton National Bank); J. W. Clise, chairman of the board; C. J. Smith, president; J. H. Edwards, vice president; W. H. Parsons, vice president; G. F. Clark, vice president; W. W. Scruby, cashier; R. H. MacMichael, assistant secretary; directors, N. H. Latimer, W. H. Parsons, C. J. Smith, J. W. Clise, C. E. Burnside, C. E. Horton, R. H. Denny.

First National Bank (organized 1882; capital, $300,000); M. A. Arnold, president; D. H. Moss, vice president; M. McMicken, vice president; C. A. Philbrick, cashier; A. R. Truax, assistant cashier; directors, M. A. Arnold, Thomas Bordeaux, O. D. Fisher, Maurice McMicken, R. D. Merrill, D. H. Moss, Patrick McCoy, H. W. Rowley, Hervey Lindley.

Metropolitan Bank (organized 1909; capital, $100,000); H. C. Henry, president; J. T. McVay, vice president and cashier; R. P. Loomis, assistant cashier; directors, H. C. Henry, C. H. Cobb, O. D. Fisher, E. S. Goodwin, C. S. Miller, E. A. Stuart, C. C. Bronson, E. G. Ames, W. G. Collins, J. T. McVay, P. M. Henry.

The State Bank of Seattle (organized 1905; capital, $100,000); E. H. Grondahl, A. H. Soelberg, vice president; Edgar Ames, vice president; Hugo Carlson,

cashier; D. H. Lutz, assistant cashier; directors, Edgar Ames, Hugo Carlson, C. J. Erickson, Herman Goetz, E. L. Grondahl, H. E. Lutz, A. H. Soelberg.

Peoples Savings Bank (incorporated 1889; capital, $100,000); E. C. Neufelder, president; R. J. Reekie, vice president; Joseph T. Greenleaf, cashier; G. B. Nicoll, James S. Goldsmith. The foregoing are officers and directors.

Washington Savings & Loan Association: Raymond R. Frazier, president; William Thaanum, vice president; H. D. Campbell, secretary; G. A. Bruce, assistant secretary; W. S. Darrow, assistant secretary; directors, E. G. Ames, Herman Chapin, H. D. Campbell, George Donworth, F. B. Finley, Raymond R. Frazier, Ivar Johnson, Hans Pederson, W. A. Peters, James Shannon, William Thaanum, C. E. Vilas.

Northern Bank & Trust Co. (organized 1906; capital, $100,000); W. L. Collier, president; Gerald Frink, vice president; W. G. Hall, vice president and trust officer; Edward Acton, assistant cashier; directors, Gerald Frink, W. J. Hall, F. J. Carver, W. T. Perkins, W. L. Collier.

The Bank of California (organized 1864; $8,500,000); Irving F. Moulton, vice president and cashier; Charles K. McIntosh, vice president; Sam H. Daniels, assistant cashier; Arthur L. Black, William R. Pentz, William O. Cullen, assistant cashiers; Francis W. Wolfe, assistant manager; Allen M. Clay, secretary; James D. Ruggles, assistant secretary; William Mackintosh, general manager northern branches.

Seattle National Bank (organized 1890; capital, $1,000,000); Daniel Kelleher, chairman of the board; Frederick Karl Struve, president; J. W. Spangler, vice president; R. V. Ankeny, vice president; E. G. Ames, vice president; W. S. Peachy, cashier; C. L. LaGrave, assistant cashier; W. C. MacDonald, assistant cashier; J. H. Newberger, assistant cashier; directors, E. G. Ames, R. V. Ankeny, Daniel Kelleher, F. K. Struve, J. W. Spangler.

The Oriental American Bank (organized 1905; capital, $40,000); M. Furuya, president; W. A. Keene, vice president; H. Hasegawa, cashier; directors, M. Furuya, W. W. Keene, M. Mastumoto.

The Japanese Commercial Bank (organized 1907; capital, $50,000); M. Furuya, president; W. L. Gazzam, vice president; M. Matsumoto, cashier; S. Kawai, assistant cashier; directors, M. Furuya, W. L. Gazzam, W. A. Keene.

Bank for Savings in Seattle (organized 1907; capital, $400,000); Daniel Kelleher, president; R. Auzias-Turenne, vice president; O. H. P. La Farge, secretary; W. H. Crowther, cashier; directors, R. Auzias-Turenne, James Campbell, August J. Ghiglione, George J. Danz, Griffith Davies, John W. Eddy, John Erickson, Gabriel Faure, Joshua Green, G. Alston Hole, Daniel Kelleher, Harry Krutz, O. H. P. La Farge, Malcolm McDougall, Alex F. McEwan, Ralph A. Schoenfeld, James Shannon, Victor Hugo Smith, Frederick K. Struve, C. E. Vilas, F. W. West, Louis Jalon, G. Teste Du Bailler.

Under the federal reserve bank law passed by Congress in 1914, Seattle is given one of the branch banks. The directors of District No. 12, which has its headquarters in San Francisco, went on record immediately upon organization as favoring the establishment of a branch in Seattle. Charles E. Peabody, of Seattle, was appointed by the Federal Government in October, 1914. Mr. Peabody for many years was one of the most prominent shipping men on the coast. His appointment as a federal reserve director is a tribute to Seattle's standing in the financial world.

CHAPTER XXVII

WOMAN'S WORK.

The first teacher in Seattle was a woman, Mrs. Blaine; one of the first hotels was owned and managed by a woman, Mrs. David Conklin; the first hospital had D. S. Maynard for surgeon and physician and Mrs. Maynard for nurse; but there is no record of an organized society in Seattle of women until 1865. In August of that year a Ladies' Mite Society was formed with Mrs. W. H. Taylor as president and Mrs. R. R. Haines as secretary and treasurer. Its objects were to promote sociability among its members and obtain funds for temperance and religious work. Meetings were usually held at the houses of the members. Mrs. Charles C. Terry, who was a member, entertained the society often at her home at James Street and Third Avenue. This society was instrumental in securing many lecturers on temperance, religion, morality and other uplifting subjects of the early times.

The Good Templars was the first organization to place women on equality in membership and official position. In October, 1866, the following persons were elected and installed as officers of Seattle Lodge, Independent Order of Good Templars: G. F. Whitworth, Rebecca Horton, William Hammond, Louisa Denny, John H. Nagel, Clara Whitworth, Gertrude Boren, D. W. Hughsten, John A. Shoudy, Sally Lord, A. A. Denny, Josiah Settle, D. T. Denny, Donald R. Lord, Edward Steelman.

In May, 1868, at the regular installation of officers of Seattle Lodge No. 6, R. C. Graves was installed as worthy chief. Among the other officers were Mrs. M. E. Whitworth, Mrs. William Hammond, L. S. Smith, Mrs. R. C. Graves, I. M. Hall, Miss Clara Whitworth, Rev. H. B. Lane, J. E. Whitworth, Miss Sophronia Humphreys, Miss Della McNatt, Curtis Brownfield and Rev. G. F. Whitworth, the latter being past worthy chief. In August, Hon. A. B. Young was elected worthy chief.

In August, 1871, Mrs. Laura De Force Gordon lectured here twice on the subject of "Our Next Great Political Problem—Woman Suffrage." She was a brilliant and attractive woman and was the recipient of much admiration and attention while here. Her discourse did much to turn the tide of public opinion in the direction of woman suffrage, and made many converts to this new movement.

Early in November, 1871, Susan B. Anthony lectured three times in succession in this city. She spoke on "Female Suffrage." The main address was delivered at the Brown Church during the afternoon. Mrs. Duniway followed her in an interesting address. Immediately after the lectures a Female Suffrage Society was organized and delegates to the woman's convention at Olympia were chosen as follows: Mesdames M. O. Brown, Laura Hall, S. B. Yesler and Miss L. M. Ordway, to which list were afterward added John Denny and Revs. Damon and

Bagley. This was the first definite action made in Seattle to organize for the woman suffrage movement.

The Woman's Suffrage Convention met at Olympia, November 6th of that year. Mrs. H. L. Yesler of Seattle was chosen temporary president.

Early in April, 1874, Miss Dora McCord delivered a lecture at the Pavilion on the subject of "Woman's Rights from a Girl's Standpoint."

Early in 1883 the Christian women of Seattle, without regular organization but united in purpose and action, inaugurated an active movement to advance the cause of gospel temperance. In a short time they had all the Protestant societies united and working in this progressive step. The Catholic ladies worked independently but equally as hard for the same cause. About the same time a branch of the Woman's Christian Temperance Union was duly organized here.

During the winter of 1882-83 a series of lectures or addresses on the woman question under the auspices of the Equal Political Rights League drew out large and interested audiences of the best citizens. All phases of the woman suffrage movement were discussed and analyzed by the ablest thinkers and orators of the west. Among them was Mrs. A. S. Duniway, who lectured on the subject of "Woman and the Laws of Washington Territory."

The week beginning June 25, 1883, was called "Temperance Week," and was devoted almost wholly by the churches and temperance societies to the advancement of the cause. The meetings were the result of the presence of Miss Frances E. Willard, president of the National Woman's Christian Temperance Union, and her co-workers, Miss Gordon and Mrs. Riggs, president of the Oregon Temperance Union. This memorable meeting was followed by the Temperance Convention of Western Washington which met at Plymouth Church and effected thorough organization with Miss Willard as president; Chief Justice Greene and Miss Hansee, vice presidents; Rev. James Campbell of Olympia, secretary; Mrs. Armstrong of New Tacoma, assistant secretary, and Mrs. Pontius of Seattle, treasurer.

In December the Woman's Christian Temperance Union and the Young Woman's Christian Association celebrated the tenth anniversary of the former organization. Addresses were delivered by the most eloquent speakers of the community, men and women.

The Ladies' Relief Society was organized April 3, 1884, with Mrs. Mary B. Leary as first president. The objects were general benevolence and charity. The original members were Babette Gatzert, Mary B. Leary, Cornelia E. Jenner, Sarah P. Ferry, Emma W. Wood, Mary Booth, M. A. Pierce, O. M. Sanderson, A. J. Hanford, Belle B. Haines, Elizabeth M. Minor, Mercie Boone, Sarah B. Yesler, L. A. Furth and Mollie W. Fulton. By October 1st of the same year the membership numbered 101. Already much help had been extended to poor and unfortunate families and individuals. As time passed this became one of the most useful and one of the noblest organizations ever established here.

The officers of the Equal Rights Association of King County in the fall of 1884 were Mrs. C. M. Anderson, president; Mrs. E. Mooers, vice president; Mrs. W. D. Wood, secretary; Mrs. Amos Brown, corresponding secretary; Mrs. M. J. Pontius, treasurer; Mrs. George H. Chick, Mrs. Irving Ballard, Mrs. H. E. Taylor, Mrs. M. E. Kenworthy, Mrs. Alfred Snyder, executive committee. They favored Orange Jacobs for the council, J. R. Lewis for joint representative and

J. R. Kinnear or T. M. Alvord or Charles F. Munday (two) for representative. All of them favored woman suffrage.

In February, 1885, the Ladies' Relief Society, of which Mrs. John Leary was yet president, commenced the work of providing a home for orphan children in this city. By February 20th they had seven little children under their charge. Instead of farming them around they concluded it was better in every way to provide them a permanent home of their own. They accordingly leased the Pontius farmhouse and engaged a competent woman to care for the children. The county commissioners agreed to care for them at one-half the usual cost in such cases. All the ladies contributed something for the new home—cots, beds, cradles, spreads, sheets, pillows, towels, money, etc. Late in September, 1885, David T. Denny and wife presented the Ladies' Relief Society with two fine lots on which to build their proposed orphans' home at Harrison Street and Third Avenue North.

In April, 1886, the Ladies' Relief Society had an active membership of ninety-three. In April, 1887, the membership was ninety-seven. Mr. and Mrs. D. T. Denny, Thomas Mercer and wife and W. E. Boone, architect of the home building, were life members. At the time of completion the home was in debt $2,000. It was furnished by proceeds from various entertainments. Mrs. Jensen was the first matron, but was succeeded by Mrs. Magee. During the year twenty-three children were admitted, sixteen dismissed, a home found for one, and one died. There were seventeen remaining in April, 1887. Judge Mercer and wife had donated a valuable tract of land. The grand jury contributed the money for the purchase of a cow. The physicians gave their services without charge.

An act of the Legislative Assembly of the Territory of Washington, approved November 23, 1883, conferred the right of suffrage upon women, and they continued to vote and hold office until in January, 1887, the Supreme Court of the territory decided the act was unconstitutional because of a defective title. Justice Roger S. Greene dissented. An organization was at once effected to combat the decision. The executive committee appointed were, Mrs. G. A. Weed, Mrs. Homer M. Mill, Mrs. Chick and Mrs. Mooers. Addresses were delivered by Mrs. R. Scott, Mrs. E. DeVoe, Laura E. Hall, Mrs. G. A. Weed, Mrs. Wright, Mrs. Jones, Mrs. Chick and others. Laura E. Hall then presented a petition drawn by John Kinnear and addressed to Congress asking to have the suffrage laws and their various additions and amendments validated. Thirty-six ladies signed this petition.

The ill-advised actions of many women of Seattle during the local Chinese troubles, in 1885 and 1886, had aroused general indignation among the active supporters of law and order here; men whose personal efforts had been liberally supported by their purses in carrying on the public campaign to secure woman suffrage in the territory refused aid to the movement to carry the law to a higher court for adjudication, and the efforts in that direction were soon abandoned.

In the spring of 1887 the ladies of the Women's Christian Temperance Union established a much needed woman's exchange and coffee house, and in a card thanked the citizens and the evangelical churches of the city for generous and cordial assistance. Mrs. A. M. Weed was president of the union at this time.

The first session of the Women's Christian Temperance Union of Western Washington met in the Congregational Church, June 21, 1887, and was called to order by Mrs. A. M. Weed, president of the local union. Mrs. Shaffer was elected the new president. Reports from all the branches were received. Prominent in the exercises were the following ladies of Seattle: Mrs. A. M. Weed, Mrs. Hanson, Mrs. Peterson, Mrs. Olander, Mrs. Parkhurst, Miss Bertha D. Piper, Mrs. Greene, Mrs. Chick, Mrs. Guye, Mrs. Hill and Mrs. Reeves.

The Woman Suffrage Bill passed the House on January 16, 1888, by the vote of 14 to 9. It had previously passed the Senate. It was promptly signed by Governor Semple on the 18th and became a law; women were again enfranchised in Washington Territory. There was great protest from all portions of the territory to this bill and measure. In May, 1888, the decision of Judge Nash that the woman suffrage law recently passed was in conflict with the organic act attracted instant attention in all parts of the territory, particularly in Seattle, where the suffragettes were strong and confident. The point made was that in conferring suffrage upon woman the Legislature exceeded the powers delegated to it by Congress and that therefore the law was void. In August, 1888, the Supreme Court held with Judge Nash that by the constitution of the territory the term "citizen" as related to the elective franchise was applicable only to males and that therefore the Legislature overstepped its authority in bestowing the franchise upon woman. They therefore declared the woman suffrage law unconstitutional and void. The test case was appealed to the Supreme Court of the United States. The Post-Intelligencer of August 15, 1888, said: "Woman suffrage has proven a practical failure in Washington Territory. It has accomplished nothing in the way of public or private good. There has been no moral, social or political reforms as a consequence of it. On the other hand it has made dissension and trouble everywhere."

The ladies reorganized the Library Association in June, 1888, and elected the following officers: Mrs. J. F. McNaught, president; Mrs. J. C. Haines, vice president; Mrs. G. M. Haller, recording secretary; Mrs. George H. Heilbron, corresponding secretary; Mrs. J. H. Sanderson, treasurer; Mrs. J. Furth, Mrs. J. P. Hoyt, Mrs. L. S. J. Hunt and Mrs. M. R. Maddocks, finance committee; Mrs. J. C. Haines, Mrs. G. H. Heilbron and Mrs. L. S. J. Hunt, committee on books; Mrs. W. E. Boone, Mrs. G. G. Lyon, Mrs. A. B. Stewart and Mrs. John Leary, committee on room. They adopted a constitution, rented rooms, and prepared to raise funds for the purchase of books, but all their worthy efforts seemed to expire soon afterwards.

The Woman's Home Society was organized in November, 1888, at the headquarters of the Women's Christian Temperance Union. The first officers were: President, Mrs. Judge Bush; vice president, Mrs. G. Kellogg; recording secretary, Mrs. M. E. Handsaker; treasurer, Mrs. Angus Mackintosh; trustees, Mesdames C. E. Jenner, H. S. Parkhurst, Eben Smith, Charles Hopkins, Myra C. Ingraham, D. B. Ward and Clark Davis. Several committees were appointed and active work was planned and commenced. The Woman's Home was in no way connected with the Refuge Home for fallen women, Home of the Good Shepherd nor the Orphans' Home; but was for the benefit of respectable women and girls who were dependent upon their own work for a livelihood. What

OCCIDENTAL AVENUE AND YESLER WAY IN 1884

SAME PLACE THIRTY YEARS LATER

the Young Men's Christian Association was for young men the Home was for young women.

In the summer of 1889 the Equal Suffrage Association of Seattle again secured the services of Mrs. Laura De Force Gordon to deliver a series of lectures on equal suffrage. The women were determined to continue their campaign for the restoration of the ballot to their sex.

In 1891 the six branches of the Women's Christian Temperance Union of Seattle were united into one body in order to secure greater harmony and efficiency of action. They took immediate steps to raise means to sustain the Day Nursery and the Orphans' Home. The new union planned entertainments of various kinds to raise funds; they conducted a fountain booth at Pioneer Place, managed baseball games, gave suppers and lunches and otherwise secured sufficient means to sustain those worthy institutions. The various Women's Christian Temperance Unions met and established a school of methods under the direction of Mrs. Buell and Miss Esther Pugh, noted temperance workers. The committee of entertainment were Mesdames Johnson, Roberts and Wood.

As early as 1891 the House of the Good Shepherd, at Ninth and Jefferson streets, was doing a noble work in reclaiming fallen girls and women. There a band of eight sisters cared for about fifty unfortunates reclaimed from the dens of vice and crime. Mother Mary of the Nativity had charge of the House. In the reformatory branch were twenty-one girls ranging in age from ten to seventeen years, nearly all of whom were supported by the order. The institution was sustained by voluntary offerings and by the persistent efforts of the sisters through public solicitation. Two of the sisters went out among the mines, railroads and mills and in one day secured $500. Several of the large business houses gave $100 annually to the House. A little later a preservation class was added to the departments of industry of the House. They occupied various structures at different places, but finally built and dedicated a fine structure in 1907, at which time the House contained 125 unfortunate girls.

At the eighth annual meeting of the Ladies' Relief Society, in April, 1892, the membership was 136. During the previous year there had been an average of about thirty-six children at the Home. Doctors Smith and Leonhardt had given their services gratuitously. In January a kindergarten was established in charge of Miss Carter. In December a charity ball netted $250. Hundreds of people were given temporary relief at an expense of several thousand dollars. The citizens were liberal and greatly assisted the society in its work.

At a large meeting early in January, 1892, plans were perfected to establish a system of associated charities and there were represented the city government, the Ministerial Association, the chamber of commerce, the Ladies' Aid Society and the German Aid Society. The object was to secure concert of action in all benevolent movements so that the greatest good could be accomplished. The new organizations became the Seattle Bureau of Associated Charities, with twelve directors. The Catholic Benevolent Society joined the movement.

The Woman's Home Society lacked about fifteen hundred dollars with which to complete its new building early in September, 1891. Accordingly, they held an art loan exhibition of four days' duration. The exhibition was a notable step forward both in art and in benevolence. It was held in the basement of the Burke Block, and in addition to the exhibits had many refreshment stands

that were well patronized. More than thirty ladies of the Woman's Home Society were in attendance. The wealth of the art treasures on exhibition was a revelation to persons who did not know to what extent fine paintings and curios had accumulated in Seattle homes. It was noted that much of the work had been done in Seattle. A large sum of money was realized. By April, 1893, the Woman's Home Society had become thoroughly established, but not without great effort and hard labor. At the start they had $986 on hand, but at once borrowed $5,000 more with which to erect their Home, which was duly opened in October, 1892. The entire furnishings were donated by Henry L. Yesler. During the year the greatest number of young ladies entertained at one time was twenty-nine; their occupations were stenography, teaching, millinery, dressmaking, photography and study. The Home was called the "Sarah B. Yesler" in honor of Mr. Yesler's wife, who had previously greatly assisted the organization. Judge Greene, T. W. Prosch, Governor McGraw, A. A. Denny, J. M. Colman, S. L. Crawford and Mr. Catlin assisted in making the movement a success. Mrs. H. E. Wright was the first matron; she was succeeded by Mrs. E. A. Hammond. The total receipts the first year were $7,819.27, every dollar of which except $26 was spent on the building and in getting started.

The report of the Associated Charities for nine months ending in April, 1894, showed that relief had been given to 2,549 people, provisions to 314 families, medical aid to 67, clothing furnished to 218 families and 110 individuals, employment found for 397 persons, and hundreds of others assisted in various ways.

The report of the Ladies' Relief Society for the year ending April, 1894, showed an enrollment of 144 persons, with an average attendance of about twenty-five. Three regular and two special meetings were held. The society during the year made a specialty of the care and sustenance of children. They did this because the Bureau of Associated Charities and the Friendly Visitors had in a large measure occupied the field of general relief work. "Never was giving more spontaneous nor generosity more marked," said the secretary, Mrs. A. B. Stewart. To raise money card parties were substituted for the charity ball and the proceeds were divided between the Bureau of Associated Societies and the Ladies' Relief Society. On April 3, 1893, the society was ten years old. The receipts during the year 1893-4 were $1,445.40. At this time the Ladies' Hebrew Benevolent Society was also actively at work.

In 1896 the kindergarten on Main Street was in charge of Mrs. Creedman, who was employed by the Seattle Kindergarten Association.

The Washington Children's Home Society was organized in January, 1897, with the object of providing approved family homes for homeless and dependent children. The incorporators were W. D. Wood, Roger S. Greene, Wilmot Whitfield, Mrs. W. C. Burdick, Henry Ewing, Anna D. Fillback, H. O. Shuey, Joseph W. Range, Mrs. Franc Leo, H. D. Brown, Rev. W. H. G. Temple, Rev. D. C. Garrett, Rufus Willard and Libbie Beach-Brown. W. D. Wood was chosen first president.

A mass meeting in the interest of the constitutional amendment granting suffrage to women was held December 14, 1897, at the Chamber of Commerce rooms.

The Washington State Equal Suffrage Association met in this city January

11, 1898, in the banqueting hall of the Masonic Temple. There was a large delegation in attendance. Mrs. Bessie I. Savage, of Olympia, presided.

The campaign of the women of the state to carry the proposed amendment of equal suffrage was pushed in June, 1898. The women of this city consulted with the women of Olympia, Tacoma and other cities in order to establish unity of action. They began by forming clubs in every city ward and throughout the smaller towns and the country districts. A little later the best speakers were put in the field. The Century Club of Seattle, aided by able lawyers, prepared a pamphlet on the laws bearing on the subject of suffrage. Seattle and all of King County were well organized into clubs, the county organizer being Miss Pike, of Seattle. This year King County voted against woman suffrage, the adverse majority being about two thousand.

The national convention of the Women's Christian Temperance Union met here in October, 1899. Nearly five hundred eminent women from all parts of the country were in attendance. They were welcomed to the state by Governor Rogers and to this city by Mayor Humes, Judge Greene and others. This was their twenty-sixth annual convention and Mrs. L. M. N. Stevens was president. On the Sunday they were here all local pulpits were filled by their orators. Among the leaders were Mrs. L. M. N. Stevens, Mrs. Mary A. Blood, Mrs. Catherine Stevenson, Mrs. Helen M. Barker, Mrs. May H. Hunt, Mrs. S. M. D. Fry and Mrs. S. M. I. Henry. The Chamber of Commerce pledged $1,500 in order to secure this convention.

In 1890 the House of the Good Shepherd was established here by five sisters. They occupied various structures at different places, but finally built and dedicated a fine structure in 1907, at which time the House contained 125 unfortunate girls.

The Washington State Federation of Women's Club was organized in 1896 at Tacoma and at first was composed of twenty clubs. By 1904 there were eighty-five affiliated clubs and a total membership of about two thousand, of whom about five hundred lived in Seattle. The object was to bring the women's clubs of the state into closer communication for better acquaintance and mutual helpfulness. As time passed the objects broadened until outside help was put into practice. In 1904 there were committees on state history, forestry, education, legislation, library, etc. Helpfulness was the general object along all proper lines. In 1904 Mrs. C. C. Brown was president and Miss Bessie Winsor, of Seattle, recording secretary. At Seattle all woman's clubs were united in the Federation of Woman's Clubs, with Mrs. Homer M. Hill president.

The clubs which formed the Seattle Federation were Ad Astra (Tuesday Club), Alpha, Classic Culture, Clionian, Economic League, Orptic, P. E. O. Sisterhood, Women's Century, Women's Single Tax, Women's Educational, Queen Anne Fortnightly, Wednesday Afternoon, Nineteenth Century, University Coterie, Avon Shakespeare, Current Century and Seattle Women's. The latter was organized in February, 1904, and embraced many departments. By September, 1904, its membership was 150. The Women's Century Club also embraced many departments—education, art, literature, travel, social science, etc. It was one of the oldest in the city and was organized July 31, 1891. The Classic Culture Club was organized in 1889 and joined the State Federation in 1897. In 1904 its president was Mrs. W. E. Smith; corresponding secretary,

Miss H. C. Goodspeed. Its membership was composed of delegates from the seventeen constituent clubs.

The first settlement work in Seattle was commenced about this time by Miss Holden, an industrial teacher, who established a sewing class for children in a poor quarter of the city near St. Xavier Episcopal Mission. The Young Woman's Christian Association established at this time, in all parts of the state, "traveler's aid work," the object being to aid young women in traveling and in getting positions. The Woman's Century Club exhibited the manual training work of the high school in Little's Hall in March, 1906.

In this month seven women of the Century Club, Mesdames G. M. Savage, R. P. Thomas, A. B. Allen, W. A. Foster, J. C. Moss, J. R. Simison and Miss H. M. Hill, went before the park board with the urgent request for a playground somewhere in the congested district between Union Station and South School. After discussion the board granted the request. Supervision was provided and other grounds were planned. The school board was present and agreed to the plans.

In December, 1907, fire destroyed the Washington Children's Home located at Mortimer, eight miles from Seattle, which had twenty-three inmates. It was then planned to build the new receiving Home of the Children's Home Society near Ravenna Park, on ground donated by M. F. Jones. Work was commenced at once; by January 4th the donations amounted to $3,842. Splendid work was done at this time by the society in securing homes for scores of children. The council appropriated $1,500 for this school, but Mayor Miller vetoed the act. It was then promptly passed over his veto. The Home was formally opened April 2, 1910. It accommodated twenty girls. Friends raised $6,017 for the Home. On straw ballot day they realized $1,519.

The Methodist Episcopal Deaconess' Home and Training School was established early in 1907, and a year later a building was erected for the accommodation of the large attendance. The objects were to train young women for deaconesses, missionaries and other definite Christian duty. In 1907-8 the school was unable to supply the call for help in these fields of labor.

In November, 1910, at last they triumphed at the polls. The voters said they might have the desired amendment to the constitution. They had fought shoulder to shoulder for eighteen months, had put out over a million pieces of literature, had delivered hundreds of speeches, had traveled through heat, dust, rain, cold and annoyance, had written thousands of signs and banners all over the state and had filled papers and magazines with their appeals and at last had achieved success and were repaid for all their trials, struggles and labors.

In July, 1909, the National Suffrage Association met here. Mayor Miller's address of welcome was answered on the part of the association by Mrs. Henry Villard, daughter of William Lloyd Garrison. The delegates were formally received at Hotel Lincoln by the following ladies: Mrs. Emma Smith DeVoe, Rev. Anna Howard Shaw, Mrs. Rachael Foster Avery, Miss Kate N. Gordon, Mrs. John F. Miller, Mrs. Henry Villard, Miss Harriet T. Upton, Miss Laura Clay, Mrs. Florence Kelley, Mrs. Orange Jacobs, Miss Inez Denny, Miss Alice S. Blackwell, Dr. Sarah Kendall, Mrs. Ella S. Stewart, Mrs. Nellie Mitchell Fick, Mrs. Henry B. Blackwell, Miss Caroline Lexow, Miss Adella M. Parker, Mrs. George A. Smith, Mrs. I. H. Jennings and Mrs. Ellen P. Fish. Mrs. Homer

THE CENTRE OF RAILWAY ACTIVITY 1885

A VIEW FROM THE
SAME LOCATION
IN 1914

M. Hill delivered the formal address of welcome and Miss Florence Kelley replied on behalf of the National Association. The work of the latter here was part of the campaign for the constitutional amendment to give the voting privilege to women. On Sunday, July 4th, Mrs. Charlotte Perkins Gilman, orator and sociologist, and a grand niece of Henry Ward Beecher, spoke at Plymouth Congregational Church to a packed house.

In July, 1909, the Washington State Federation of Women's Clubs also assembled here in convention. Mrs. Janet Moore of Olympia was president; Mrs. I. H. Jennings of Seattle, vice president. Reports were received from many branches. The convention attacked the cigarette and the chain gang and favored a permanent Mother's Day.

The National Council of Women met at Plymouth Church in July, 1909. A local council was established here at this session. Mrs. Lillian M. Hollister of Detroit was elected president of the national body.

In 1909 the City Federation of Woman's Clubs assisted in the movement, securing free text books for the schools and free kindergartens.

The Sisters of St. Joseph opened a home and training school for working girls in the Smith residence on University Street. The institution was endorsed by Bishop O'Dea and was opened with due ceremony.

In the spring of 1910 the Woman's Educational Club began the practical work of educating girls in domestic science. The Seattle Woman's Commercial Club participated in the movement to "clean up" the city at this time. The Seattle Social Service Club did heroic work in 1910. They insisted that all the social agencies needed recasting, that great improvement was wanted in the management of delinquent and neglected children, that the Juvenile Court should be reorganized, that isolated acts of kindness were often mistaken and wasted and that all means should be united and harmonized for the uplift of youth.

In April, 1911, the Central Council of Woman's Organizations cooperated with all the societies of the city for the general good of girls. Mrs. I. H. Jennings was president of this organization. The annual convention of the Women's Christian Temperance Union was held here late in September. The union comprised twenty departments and was accomplishing incalculable good at every fireside. Sary L. Stilwell was elected its president in September; she was a superintendent of the Loyal Temperance Legion.

In January, 1913, the Woman's Commercial Club had over one hundred members. It was active in municipal affairs, in the suppression of vice and in accomplishing the city's industrial growth and development. They sent a banner to the big suffrage meeting in New York. They also circulated 100,000 stickers in 1912 with the legend, "Seattle for tourists, winter and summer." Its president was Mrs. Zamora C. Cauffman.

In 1913 the civic committee of the Federation of Woman's Clubs asked the county board for its cooperation in establishing the outdoor work-and-wage system of handling county prisoners. The women did not complain, but wished to help in the care of prisoners and wished to see some plan adopted that would enable them to earn something for their families instead of being a charge upon the county while their children were in want. Why not set them at work on the roads at nominal wages, it was asked.

The annual convention of the Mothers' Congress and Parent Teachers'

Association met here late in May. Over one hundred and fifty delegates were in attendance. Mrs. Helen M. Hubbell was state president of the mothers' organization; she called attention to its growth from an organization of five active workers with two committees and sixty-three affiliated circles at the start to 100 active workers, eighteen standing committees and 125 affiliated circles at that date. The first object of the congress was the care of the child at home. Its slogan was "More laws to protect the house and less laws to protect special interests." Close relationship with all parents was sought in order to reach the children through cooperation. Already had the congress secured the mothers' pension law, an improved juvenile code, repeal of the corroborative evidence law, segregation of sexes at the State Training School, the Iowa red light law and other legislation.

In 1912 the Home Consumers' League was organized for the purpose of getting together home consumers and home manufacturers. Their object was business like that of the Woman's Commercial Club. J. L. Shute was president. The Consumers Cooking School, in August, 1913, was attended by over five hundred women. Mrs. E. M. Reddington was the lecturer. All were advised to make their bread from Washington grown wheat ground by home mills. At this meeting there was a large display of Seattle made goods.

The John Walter Ackerson Home for mothers and young children was recently built on Mercer Island on a site of eighty acres donated by Mrs. S. Louise Ackerson as a memorial to her husband. The house has fourteen rooms, two large wards and commodious sleeping porches and cost about six thousand dollars. The actual managers of the home are a group of young girls known as the Hadassah. Mrs. Martha Dryden is president of the society.

The second Annual Vocational Conference for Women was held in this city in March, 1914. The object of the conference is to fit women for every duty of life, particularly the mastery of home science, economy and management of all things bearing thereon.

In recent years the Seattle Day Nursery has become a useful medium for the care of children while mothers are at work. They were first cared for at the Mothers' Home by the Day Nursery Board, and at last a Night Nursery was established for the care of young children while the mothers were busy or absent.

The Young Women's Christian Association began to work here early in the '90s. By 1896 they were well organized and instituted a field for night work—conducted classes, held entertainments and sociables and began to collect money with which to pay expenses. The first annual meeting of the Western Washington Students' Conference of the Young Women's Christian Association was held at the rooms of the latter in February, 1903. There was a large attendance of students from all aparts of the state. The session lasted several days and gave great encouragement to the young women to continue their efforts. However, not much was accomplished except to lay a firm foundation. In the fall of 1910 they were sufficiently strong to be able to raise the first large sums for the construction of their home at Fifth Avenue and Seneca Streets. By July, 1912, they had secured in cash and subscriptions about two hundred and fifty thousand dollars and only lacked $50,000 for the completion of the beautiful building. On May 24, 1914, the new home was formally dedicated and opened. It was an

important event to the whole city and was made the occasion of a public demonstration of what women had accomplished in this city and state. Many distinguished people were present and took part in the joyous proceedings. Work on the building was commenced in 1913 and completed in May, 1914. The building alone cost about three hundred thousand dollars, finishing the interior $40,000, the latter being borne mainly by the wealthy women of the city. There are ninety-one rooms besides halls of general resort. Already the association had commenced a program of fitting girls to earn the state minimum wage of $10 per week. It had required many years of constant labor to secure the means for this splendid home, but the results are worth all the effort. It is a monument, fine and grand, to the noble people who have struggled through trying years to build higher and better for young womanhood and golden lives.

In the summer of 1914 the order of the Washington Industrial Welfare Commission, establishing $10 as the minimum wage for girls employed in mercantile establishments, went into effect. In the work of this commission came heart-rending tales of how young girls had struggled and suffered for existence, gone hungry, slept on floors, did their own scanty cooking and dressed in the plainest attire. Mrs. Jackson Silbaugh of Seattle was one of the commission. They found the actual charge for living per month greatly exceeded the average wage paid in Seattle as well as in other cities of the state. In June $8.90 was the minimum wage scale adopted by the factory conference of the state.

The Pageant of American Women was rendered at Volunteer Park in June, 1914, under the auspices of the Broadway Girls' Association. It was the work of four girls, Ebba Doblin, Dorothea Taylor, Rebecca Hawthorne and Leona Brobst and was the second of the kind here. The six scenarios rendered were Hiawatha's Wooing, Early Settlement Period, Early National Period, Frontier Period, A Southern Battlefield, Foreign Immigration on the Pacific Coast in 1915.

The Child's Welfare exhibit in May was justly regarded as an event of supreme importance to this community, summing up as it did what had been done and what was being done for the upward progress of children in Seattle. The extent and value of the work was almost unbelievable until this exhibition was held. Every step of child development along the best avenues was depicted to the surprise, interest and delight of thousands of visitors. The armory, beautifully draped, was thronged by the fathers and mothers of the children. Many neighboring cities were represented by women engaged in the same labors. It was estimated that during its nine days' continuance the exhibit was witnessed by fifty thousand people. The total cost was over four thousand dollars. The school board appropriated $500 and the department of health $250. The library made its own exhibit and the Armory was granted free.

Among the clubs, leagues, societies, alliances, and associations of the present day are the following: Classic Culture (the oldest, organized in 1889), Woman's Century, Ladies' Relief, Ladies' Musical, Fortnight, Schubert, Arctic, Colonial, Clionian, Coterie, Press, Rotary, Friendly, Business Girl's Progressive Thought, Catholic Social Betterment, Literary and Travel, Scribes, Felix, Federated Women's, Homesteader's, Altruistic, Queen's, Milwaukee, Hee-Hee, Tillicum, Camaraderie, Card and Table, North End Progressive, Shawdondassee, Capitol Hill Chautauqua, Ladies' Tillicum, Choral, Myrtle Social, Alki Women's, Canadian

Women's, Humane, Good Government, Council of Jewish Women, Bachelor's, Pennsylvania, Staggers, Elks, Masons, Odd Fellows, Moose, Knights of Pythias, Junior Chaperon, Sunset, Young Business Men's, Knights of Columbus, Mother's Congress, Parent Teachers, Anti-Tuberculosis, Bench and Bar, Medical, Dental, Surgical, Women's Leschi Heights, Ladies' Literary, Alpha Literary, Musical Art, Legislative Federation, Brotherhood Protective Order of Elks, Suffrage, Nuyoka, Ladies of the Round Table, Sorosis Literary, Young Men's Hebrew, Tupohin, Mount Baker Park Luncheon, Queen Anne Dancing, Hard Times, Federation of the Young Women's Christian Association, Woman's Educational, Ionia Social, University Woman's, West Seattle Art, Woman's Pioneer Auxiliary, Nineteenth Century Literary, Orptec, Tribe of Ben Hur, Follies, Redgely Social, Lakewood Civic Improvement, Seattle Art, Ladies of Elks, Missouri, Current Century, Queen Anne Needle, Federation of Musical, Caleidh, Degree of Honor Social, German, Swedish, Sans Souci, Shakespeare, Lorraine Social, La Quatorze Auction Bridge, Central Mission Study, the various fraternal, the usual lodges of secret societies, Emerson, Browning, Macdowell Musical, Red Men, Daughters of American Revolution, Grand Army of the Republic, Rainier Beach, Woman's various religious, Minnewatha, Bachelors, Lakewood Civic Improvement, Ladies' Jefferson Park Improvement, various alumnae, Aonaryllis Musical, People's Chorus, Doric Social, Seattle Fine Arts, Grade Teacher's, Skibo Whist, Thursday Progress, Hesperian, Sourdough, Drama, Study Classes, George H. Fortson, Radcliffe, Washingtonian, Clef, Mendelssohn, Institute of Musical Art, Gaelic, Seattle Ad., Women's Christian Temperance Union, Society of Seattle Artists, Miles College, Franz Abt Musical, Hesperian, Seattle Jail Reform, Young Married Women's, numerous military clubs, Mothers' Training, Lakewood Outing, Seattle Day Nursery, Dorcas, Polyhymnian Musical, Native Daughters of Washington, Longfellow, Mother's and Diakonan.

The object of the leading women's clubs are as follows: Classic Culture, literature, philanthropy, traveling libraries, etc.; Alpha, study of the drama; Clionian, culture and development through literature; Coterie, university culture extended; Emerson, study of Emerson and Shakespeare; Green Lake, literature and music; Medical Women's, culture, science and art of medicine; Political Equality, suffrage; Progressive Thought, modern science, psychology, world religions, philanthropy, etc.; Fortnightly (organized in 1894), philanthropy, etc.; Round Table, parliamentary law, grand opera, etc.; Seattle Woman's, music, art, current events, philanthropy; Sorosis, art, forestry, Indian life, historical monuments, etc.; Schubert, good music development of local talent; Sunset Heights, literary and social; West Seattle Art, study of fine arts; Women's Educational, all worthy educational efforts, child culture, kindergarten; Women's Century, literature, travel, science, art, music, parliamentary law, etc.; Women's Thursday, literature, civics, social. The others have similar objects. Many of the older clubs are elaborate in their organization and immensely varied in their operations. For instance, the Century Club has departments of literature and travel, art, French, social service, drama and perhaps others. The Seattle Federation of Women's Clubs has home economics, humane, public morals, art, home, education, playgrounds and others. Thus every phase of life is represented by the local organizations. This club will be eighteen years old in September, 1914.

Young Women's Christian Association are Sunbeam, Cosmopolitan, F. O. A., Crescent and Star.

In 1890 the free kindergarten which had been established by Bailey Gatzert was in a prosperous condition with thirty-five children in attendance. His wife was an active and prominent worker in this field.

In 1901 the Seattle Charity Organizations Society was doing more good than ever before. At Christmas time they distributed hundreds of donations to deserving families and to the poor. They handled everything that would aid the unfortunates and occupied a large room at Third and Union streets. The Children's Home Society and the Boy's and Girl's Aid Society Home did excellent work in the '90s and later. In 1905 the Collin's playground was secured and improved two years later. By December, 1910, four more sites were ready.

The eighteenth anniversary of the Ladies' Relief Society was celebrated in April, 1902, with Mrs. A. B. Stewart in the chair. Their reports showed that the Children's Home was in a prosperous condition, with thirty inmates. Mrs. A. M. Brookes was chosen the new president.

A movement for a free reading room at Fremont was first started in 1894 by E. Witter. He secured ten prominent residents to pledge $5 a year each for that purpose. In 1902 they succeeded in securing books from the city library. After this the room grew rapidly until a lady assistant was employed. It was elaborated and maintained much of the time afterward.

The Ladies' Hebrew Benevolent Society was organized before 1903 for charitable purposes. Nearly a dozen physicians offered their services to the free dispensary established. It was designed to treat patients who were unable to pay doctor's fees. Connected with it was a clinical laboratory for deserving poor. The rooms were at 39 Arcade Building. Its scope was that of an out-department of a modern hospital. Previous to this time a similar institution was connected with the Seattle General Hospital, but was abandoned through lack of support.

On January 1, 1907, for the first time wine was not served at the various New Year receptions. There were fifty homes where such receptions were given. Where young men made ten to twenty calls and partook of wine at each place the results were both ludicrous and disastrous. The women determined to break the custom.

For Christmas, 1907, H. H. Dearborn gave $1,000 to the poor of Seattle; that sum was distributed to the Salvation Army, Charity Organizations Society, Volunteers of America, House of the Good Shepherd, Ladies' Relief Society, Home for Children, Wayside Mission and city jail inmates.

In the fall of 1908 the State Equal Suffrage Association prepared a bill for the Legislature. The women asked that all citizens, whether male or female, be allowed to vote. The College and Professionals Equal Suffrage League was active here at this time. After full and free consideration the bill passed the Legislature and was signed by the Governor. It passed the House by the large majority of seventy to eighteen. The bill provided that the question should be submitted to the people of the state at the next general election. During the intervening period before the election the suffrage clubs worked harder than ever to secure favorable action of the voters at the polls. Many new clubs were organized to conduct campaigns of education all over the state. Here the old

club became disorganized and a new one was established with Mrs. George A. Smith as president.

The Washington Equal Suffrage Association met in Plymouth Congregational Church, June 30 and July 1 and 2, 1909, in their annual convention. For a few weeks before election day a suffrage newspaper called Votes for Women was issued in this city and edited by Mrs. M. T. B. Hanna. The women continued the suffrage campaign during all of 1909 after July and all of 1910 until the general election in November. During 1910 there were almost weekly rallies in all parts of Seattle. The College Suffrage League was active and did much to advance the cause. The efforts of the women to organize a men's suffrage club were not successful as a whole. But the women succeeded in securing excellent financial backing with the result that they could greatly expand their operations. Many thousands of dollars were spent in the campaign. Mrs. Carrie Chapman Catt, president of the International Woman's Suffrage Alliance, contributed $500.

CHAPTER XXVIII

THE SEATTLE FIRE DEPARTMENT

For nearly twenty-five years after its inception as a village, Seattle enjoyed perfect immunity from fires. The inhabitants' small houses were far apart so that a general conflagration would have been impossible and the individual occupant usually exercised sufficient care to prevent his being burned out of house and home. There was considerable danger on the water front for the large Yesler mill with its piles of cut lumber and careless heaps of slab wood and sawdust would have furnished material for an exciting conflagration. But luck and the village traveled together for many years and no fire of an important nature is recorded although there were many small scares.

In July, 1870, many of the important citizens got together and laid great plans for a volunteer fire department. The City of Olympia had made great strides in the fire department way and a spirit of rivalry coupled no doubt with much spirit of public weal together with a keen appreciation of the dangers which the lack of a department might incur occasioned this meeting. T. S. Russell was first chief; Gardner Kellogg, foreman; S. F. Dumphy, assistant foreman; J. C. Kinnear, treasurer; and J. S. Meagher, secretary. There was a company but no firecart. The men were supplied with ladders, axes, buckets and other small articles, which they were to carry on their backs from the appointed place. In order to give a legal air to the proceeding the council passed an ordinance to the effect that a 40-gallon cask, filled with water, should be kept at each house, and fixed a fine of $10 per day as the penalty for delinquency.

Then the enthusiasm died down. The men got tired of parading with heavy ladders on their backs; the householders failed to keep the water in the barrels, or they dried up and fell to pieces; and the ordinance was forgotten. It is a good thing to have a fire once in a while.

In 1876 the first good fire occurred. The store of T. P. Freeman on First Avenue South took fire and the citizens found by experience that they must organize and keep organized and so they formed Seattle Engine Company No. 1. Charles McDonald was made president and held that office for many years. S. P. Andrews was foreman; F. A. Dyer, first assistant; R. H. Calligan, second assistant; John L. Jamieson, and W. H. Pumphrey, secretaries; George W. Hall, F. A. Young and Benjamin Murphy, trustees. J. M. Colman was made an honorary member. This all took place on July 6, 1876. A hand engine was purchased in Sacramento, Cal., and a hose cart and hose borrowed from Port Gamble. This was the first permanent organization in Seattle and hung together until the city itself took it over and placed all members on the paid list.

The next years until after the great fire were years of perfecting the volunteer department. In 1878 a Gould steam fire engine was purchased for $3,500,

and was delivered to the city on February 1, 1879. Its arrival was made the occasion for a great parade. Six stalwart horses were attached to the engine which was drawn through the streets to the delight of all the populace. The ladies of the town prepared a bounteous repast and the whole affair wound up in a dance at the Pavilion.

A short time afterwards, on July 26th, fire broke out in the American House situated near the foot of Yesler Way, and for a time it looked as if the business section might be wiped out. The fire began at 9:30 in the evening and just when the firemen had the flames somewhat under control the suction lining of the steamer came loose and four hours were lost, and it was not until the end of the following day that the flames were subdued. By that time five saloons, two warehouses full of goods, a hotel, a seamen's bethel, a machine shop, a marble shop, two sash and door factories, a chair factory, a grist mill, a turning shop, Yesler's saw mill and various other places all amounting to $100,000 were destroyed.

In July, 1882, the council purchased a second Gould steamer for $3,250, which was called Washington No. 2, and stored temporarily in the quarters already occupied by No. 1, in a small building to the rear of the Hinckley property at Second and Columbia. Soon after its installation a fire broke out in the Melhorn Brewery and No. 2 was put into action. It proved to be a little too heavy for the men on the pole and started to go down the Columbia Street incline dragging them with it. Down it went until it reached the dock where it plunged into the water carrying with it two citizens who had vowed to stick to the last. The engine was soon after fished out and found to have been only slightly damaged.

During 1883 permanent locations were secured for the companies. The new city hall afforded an engine house for Washington No. 2, and for No. 1 a piece of ground on Columbia Street west of Second next to the present Hinckley block was purchased and a brick structure costing $5,000 was erected. This same year, on May 13th, the steamer Mississippi was totally destroyed by fire and her engineer, Charles Knapp, was consumed in the flames, so rapid was her conflagration. Several ships in the harbor narrowly escaped and over a hundred feet of coal bunkers alongside of which the Mississippi was anchored were consumed. This fire had the result of creating some sentiment to the effect that another company was necessary and the council granted the petition of H. H. Kent and others to be allowed to organize themselves into a company and to take charge of No. 2 steamer.

This company was not a success but served greatly to increase the efficiency of the department by merging itself into Washington Engine Company No. 2. At the time of the merger a uniform was adopted and other matters taken care of. In the election of officers which followed the drawing up of a constitution, on February 25, 1884, U. M. Rasin was chosen president; Gardner Kellogg, foreman; J. G. Boulin, first assistant foreman; L. P. Ferry, second assistant; L. R. Morrison, treasurer; D. R. McKinlay, secretary; Gardner Kellogg, W. L. Gilliam and L. P. Ferry, trustees.

The first legal establishment of a fire department occurred on April 11, 1884, by ordinance of the city council. Gardner Kellogg was soon after appointed by the council after having been elected to that office by the delegates of the com-

THIRD AND UNION ABOUT 1872

SAME VIEW IN 1914

panies. He continued to serve only a short time resigning on December 22, 1884, and Dan McKeon was made chief, taking that office on January 2, 1885.

On March 19, 1885, very early in the morning, the Oriental, a lodging house, situated at Washington Street and Occidental Avenue burned and two guests of the place perished and several others were seriously burned. Then another addition was made to the department. Josiah Collins and several others organized Hose Company No. 1, and called it "Hyack," meaning "Hurry," in the Chinook jargon. The other companies joked the newcomers, whom they dubbed "The Dudes." This same year in April Stetson & Post's mills were totally destroyed. On May 15th, Gardner Kellogg again resumed the post of chief. Ex-Chief Dan McKeon died the following January, and all the companies turned out to mourn his demise.

During the anti-Chinese riots, which occurred in February, 1886, the fire companies rendered valuable police service, but this is discussed at another place in this book. In June an experimental electric fire alarm system was installed. Yesler's saw mill was again burned in November.

On February 2, 1887, a hose company known as "Deluge" was admitted to the department with headquarters in the schoolhouse at Third and Pine. About this same time the Central school at Madison and Seventh caught fire and burned while the fire department stood around and seemingly did nothing. Much adverse criticism was occasioned by this loss. The fact was that the use of the hydrant streams from the Spring Hill water system was rather new and it happened that at the particular time when high pressure was required the pressure was low. So the steamers had to be sent for and by the time they were brought up the hill, the fire was beyond control. The council set out to make some radical changes in the department but was prevented from doing anything very serious by the opposition of the firemen. This same year the Pacific House burned.

In March, 1888, news was brought that the Port Blakeley Mills were burning and the city promptly sent over an engine which rendered service most creditable to the department.

On May 13, 1888, Josiah Collins, Jr., was elected chief and he set out to recommend many improvements to the council, most of which were adopted. Heretofore the steamers had been drawn by man power, which was very unsatisfactory, and teams of horses were purchased and drivers assigned to the wagons. A new fire alarm system was installed and additional hydrants were put into use, as well as many other minor additions to the department. In all about twenty-five thousand dollars was expended.

On June 6, 1889, the great fire occurred but as this will be fully treated in a separate chapter no space is devoted to it here. There was much criticism of the fire department after this event and Chief Collins resigned on the 10th and J. F. McDonald was appointed in his place on August 2d. T. E. Numan was made assistant to the chief, and F. Beattie and D. McInnes were added to the list of paid men. Then the council set out to improve matters and made several purchases including two Ahrens steamers, a double 80-gallon Champion Chemical engine, and a complete Gamewell Fire Alarm Telegraph. A fireboat was ordered at a cost of $65,000 and the establishment of a full-paid department decided upon. Then the council elected Gardner Kellogg chief of the paid

organization, whereupon all but three of the firemen promptly resigned and much ill feeling was occasioned. A new list of firemen was assigned: Assistant chief, Carl E. Bassler; electrician, George D. Snow; engineers, James Dunham and Oscar Drew; firemen, F. Elwin, Otto Weide, John J. Sullivan, W. H. Clark, Harry Johnston, William Lake, John Hemans, J. E. Clark, M. W. Hand, George Parry, A. B. Hubbard, H. Caswell, William Zahn, A. B. Hunt, Frank Bogan, James Wallace, Alex Allen, Fred Miller, S. D. White, Tom Gallaher, Charles E. Stanton, Charles E. Murray, W. T. Rogers, Tom Kelly and Robert G. Johnston. Much inconvenience as well as danger was occasioned by the lack of proper headquarters due to the ravages of the fire. Despite the good resolves the council was very short sighted in many things. There were not enough horses provided to serve all of the engines and one company was obliged to wait until the horses had returned from drawing the other company to the fire. Chemical No. 1 was added to the service on December 12th, and George Marlow, an experienced fireman recently from Chicago, was appointed captain in charge. Its station was first in a warehouse on Western Avenue, but later, December 29, 1890, permanently located at Columbia and Seventh.

The first alarm turned in over the new telegraph was on February 8, 1890, where fire had broken out among the tents at Second Avenue north of Columbia. Damage amounting to some forty thousand dollars was done. On March 4th, $10,000 damage was done to property next to the Methodist Church on Third Avenue. Soon after, on March 21st, the Stetson-Post Block at First Avenue South and King Street burned and three people lost their lives and $40,000 damage done. On May 29th, a three-story frame building at First Avenue South and Weller caught fire with a loss of $35,000. This was followed by the loss of the Colman Block on Western Avenue and Marion Street on July 1st, which occasioned a loss of $70,000.

This same year, 1890, witnessed the first trial of the fireboat Snoqualmie, which took place on December 12th. It was the first time that a fireboat had been placed in service on the Pacific Coast. The builders were the Seattle Drydock & Shipbuilding Company (earlier known as "Morans") and the Clapp & Jones Manufacturing Company of Hudson, N. Y., pump manufacturers. The boat had a capacity of 7,000 gallons per minute. She was placed in charge of Marine Capt. J. W. McAlleps and Fire Capt. M. F. Kelleher. The latter had formerly been assistant chief of the St. Paul Fire Department. She ran well and the city was very proud of her. A few months after a very sad but momentous event occurred. On March 6, 1891, the Snoqualmie and crew were on practice drill, and a hose got away from the men holding it. Herman Larsen, a nozzleman, was dragged over some spikes in the dock floor and so badly injured that he died within three days. This accident brought home to many of the citizens of the city the constant danger to which firemen were subject and as most of the persons comprising the department were men of humble means dependent upon their salaries for a living they besought some means whereby a permanent relief fund might be established to provide for the emergencies of accident and sickness.

On May 12th, a meeting was held at headquarters and representatives of the different stations convened with this object in view. The committee present consisted of: Chief Gardner Kellogg, A. B. Hunt, T. A. Gallaher, R. A. Miller,

Otto Weide, F. G. Gilham, P. E. Peterson and M. F. Kelleher. At this meeting the Seattle Fire Department Relief Association was projected. Chief Gardner Kellogg was elected president; Capt. T. A. Gallaher, vice president; Capt. A. B. Hunt, secretary, and Capt. M. F. Kelleher, treasurer. A committee was appointed to frame a tentative constitution and by-laws which were to be presented to the members at the general meeting.

This occurred on June 15th, and the organization assumed permanency of form. The first membership totaled fifty-nine persons, and receipts from dues and donations placed $177 in the treasury. Dr. J. S. Kloeber was appointed the regular physician of the association. It was not until March 18, 1892, that a constitution and by-laws were adopted. At a meeting on February 18, 1892, a special committee consisting of Captain Hunt, Captain Sullivan and Engineer Peterson was appointed. Their report was made with much care and was adopted in full, and the constitution and by-laws were printed in pamphlet form and distributed to the members. At the meeting on the 18th the procedure was established of representing each separate company by regular trustees, who elected officers for the ensuing year. On October 1, 1892, articles of incorporation were filed with the secretary of state at Olympia.

By means of dance benefits, contributions and dues of members, the association soon got on a sound footing. In 1894 a change was made in the constitution. In keeping with this an election was held at which seven directors were chosen from among the different companies and the practice of having each company choose one trustee was given up.

On November 25, 1890, near Seventh and Marion, a lamp was upset by a baby in a crib, burning it to death.

In a fire on July 31, 1891, at the Montana stables, a Chinaman was burned.

On February 29, 1892, three Simpson children perished in a fire. On April 18, 1892, John Wautila was rescued from a burning hallway at 518 First Avenue South by Ralph Cook, George Marlow and A. B. Hunt. He was so badly burned that his flesh came off in their hands and he died soon afterwards.

On June 27, 1892, the burning of Schwabacher Brothers' wholesale house on First Avenue South occurred. To begin with, the fire was a dangerous one, but it happened that the alarm was sent in from two auxiliary boxes at once which disturbed the mechanism at headquarters and the first knowledge of the fire came by telephone when inquiry was made as to why the department did not respond. The building was almost entirely destroyed, occasioning a money loss of $375,000. In an explosion which occurred on the ground floor firemen Chris. Miller and George Berryhill were injured.

On September 5, 1893, Miss Alice Belden was burned by a falling lamp and died on November 8th.

Gardner Kellogg was removed for political reasons in favor of Capt. A. B. Hunt, and so much ill feeling was created within the department by this act that thirteen men resigned.

In March, 1893, a Waterous steam fire engine was purchased, but did not prove a success for some reason. The principal fire of the year occurred at Yesler Way and Railroad Avenue when some corrugated iron buildings burned with a loss of $40,000. The year 1894 witnessed the loss of many lives. On January 11th, Antoine Anderson burned to death in a small house at Grant and

Court streets. This was followed on June 22d by the death of Miss Amanda Hildebrand, due to the explosion of a lamp in the Rainier School. Then occurred the greatest disaster from fire in the city's history. Shortly past midnight on October 27th a 2-story corrugated iron hotel on Western Avenue and Columbia Street took fire and burned like oil. The building proved a veritable death trap and sixteen persons lost their lives, the department being unable to attempt a rescue, so rapid was the conflagration. The damage in all amounted to only $18,000. Those who lost their lives were: Angus McDonald, Frederick Bollan, Chester F. Wilson, John F. Anderson, Alden G. Butler, M. McSorley, F. F. Clark, William Matheson, A. J. Otterson, Mrs. Louise Otterson, Mrs. J. F. Hoffman, Mrs. Alice Hencher, Emma Hencher, Pearl Hencher, Amy Hencher, and an unknown man. Three persons, D. B. Glass, C. B. Johnson and A. B. Havelis, were badly burned. On September 28, 1894, Chief Hunt left the department, declining a re-election, and the fire commissioners and the council could not agree on a successor until February 19, 1895, when Alexander Allen was made chief. His term was cut short by his removal on June 2, 1895, in favor of Capt. W. H. Clark.

On June 20, 1895, the electric railway power house at Fifth and Pine burned with a loss of $100,000, and great efforts had to be made to save adjoining property. This was followed by a $30,000 fire on Western Avenue, south of Marion. On September 12th, the residence of H. C. Henry, on North Broadway, was totally destroyed, and the department was greatly handicapped because of the distance to a hydrant. The loss was $50,000. On December 3, 1895, Henry C. Ashenfelter lost his life and F. Gallagher was severely burned in a fire in a tank at the new university site.

In 1906 the municipal government of the city was placed under civil service, and on June 19th Gardner Kellogg was appointed chief. In no branch of the service was this change of more benefit than in the fire department. Several of the rules worked a hardship on some of the men who could not pass the examinations, but in the main the system was of great benefit.

In August, 1897, a considerable fire occurred at Jackson Street and Tenth Avenue South. In November, the Kerry Mills, next to the Moran Brothers' plant, took fire, and had it not been for the continued rains of the past weeks, which had kept everything wet, a general conflagration might have taken place.

The civil service rules call for the retirement of a fireman when he shall have reached the fixed age limit of fifty. Hiram Caswell, a very competent and physically able man, was thus forced from the service. On June 23, 1898, the Seattle Soap Company's plant on Western Avenue, north of University Street, caught fire and occasioned a loss of $35,000. During the fire in the Star Bakery at Fifth Avenue and Denny Way on October 11, 1898, Captain Braun and Lieutenant McInnis rescued a man in a suffocated condition.

The civil service department had set sixty years as the age limit for chiefs of departments, and Gardner Kellogg, though vigorous and efficient, would soon be subject to retirement, but on February 16, 1899, the civil service board extended his time four years. On March 6, 1899, Charles E. Brabon, engineer of No. 7, was killed in the upsetting of a hose carriage. On March 19th, the Catholic Church at Bell Street and Sixth Avenue was totally destroyed and the school adjoining badly damaged. Total loss, $25,000. On April 26th, James

ELLIOTT BAY SOUTH OF SEATTLE IN 1874

VIEW FROM SAME PLACE IN 1915 SHOWING HOW THE TIDE FLATS HAVE BEEN FILLED IN AND COVERED WITH BUILDINGS

A. Miller was burned to death by the exploding of a lamp in the St. Paul house on Seventh Avenue South.

On January 15, 1900, the sub-basement of Seater Brothers, furniture dealers, at 907 First Avenue, caught fire, but the efficiency of the department prevented great damage, although the fire was a dangerous one. This was followed by the burning of the collier Willamette on the evening of April 30th. The fire boat was at Ballard for repairs at the time, but fortunately the collier was anchored at the bunkers so that the fire engines could assist.

An incident of practical interest to the fire department was the first turning of Cedar River water into the new supply main; this was on January 10, 1901. The first moving picture film fire was on the second of the next month, in a basement at 109 Second Avenue South. It is noteworthy that Seattle has never had a serious disaster from this cause.

On February 26th the assistant chief, Ralph Cook, was appointed to be head of the department by Mayor Thos. J. Humes. At the same time the position of fire marshal was created by the council and filled by the selection of Gardner Kellogg by the mayor, this action being taken with the idea of covering all matters pertaining to the prevention of fires and the protection of human life. For such work Mr. Kellogg's long experience made him particularly well adapted. Capt. W. H. Clark became assistant chief, the place that he fills at the present time.

The first fire station north of Lake Union was occupied in November of this year. It is now known as No. 9, on Linden Avenue near North Thirty-ninth Street.

On May 7th, the large agricultural supply house of Mitchell, Lewis & Staver at 308 First Avenue South burned, with a loss of over fifty thousand dollars. On the 19th of June the Kerry lumber mill at the foot of Broad Street was damaged to the extent of $40,000, and on November 16th the Eagle brass foundry, at Railroad Avenue and Norman Street had a $25,000 fire.

On January 20, 1902, Trinity Church at Eighth and James was partially destroyed, the flames gaining great headway at two in the morning, before discovery. The Seattle cereal mill on Railroad Avenue near Main Street burned on February 8th, and the Pacific wagon works at Fourth Avenue South and Weller Street March 14th. In the evening of the next day a hose wagon coming rapidly down the Columbia Street hill collided with a Third Avenue electric car and four firemen were injured, one, Capt. Dan McInnis, very seriously. The horses broke loose and ran on to Second Avenue, where they overturned a carriage containing the Catholic Bishop of Dawson, who was much bruised and shaken up. In the afternoon of April 30th, a very obstinate and dangerous fire in a sub-basement next south of the Rainier Grand Hotel, gave the department a difficult fight, as the place was filled with furniture. The flames were controlled, but poisonous gases had formed, and when the firemen were sent in, twenty-six of them were more or less overcome and it was only by strenuous efforts that some were revived. This suggested to Marshal Kellogg the system of piping basements for hose streams that was later adopted by ordinance and is yet in successful use.

A fire in the building at First Avenue South and Jackson Street in the afternoon of Decoration Day, gained quite a start, because part of the department

was engaged elsewhere, and for a time was very threatening. On the 22d of the next month, the Kellogg mill in Ballard was destroyed with a loss of $60,000, and some of the apparatus was sent out in answer to a call for help. The same assistance was given again on July 25th, when the West Coast Manufacturing Company's mill, valued at $20,000, went up in flames; another severe blow to the industries of Ballard. In the morning of that day there was a $30,000 fire in the great plant of the Bryant Lumber Company in Fremont. On August 23d the Diamond Ice Company's plant at Western Avenue and Union Street suffered a loss of $15,000, and three days later two engine companies were sent to South Seattle, where a dangerous fire in the Independence Brewery was controlled only after it had damaged the concern to the extent of $55,000. October 1st, the fine residence of Harold Preston on Thirty-fifth Avenue near Columbia Street, was partly burned, and December 21st Redelsheimer's large clothing store at First Avenue and Columbia Street was nearly ruined by a very obstinate fire.

In February, 1903, D. L. Hickey resigned as superintendent of fire alarm, and on May 18th Howard Joslyn was appointed to succeed him.

During the afternoon of May 26th, while a detail of firemen was attending the funeral of a comrade, James Dunham, who had been engineer of one of the steamers, there was a gasoline explosion in the Pantorium dye works, on Fourth Avenue near Union, and for an hour the department had a lively fight. Gasoline escaped into a sewer and blew up the manhole covers for a hundred yards or so in all directions, causing horses to run away and general excitement. Early in the morning of June 23d, the first companies to answer an alarm from First Avenue South and Weller Street found a big fire in the large woodworking plant of Rholfs and Schoder. This swept away $35,000 in value, and was checked only after strenuous efforts. The following day another desperate fight was required in Fremont to stop a fire involving a hotel and several other buildings, all frame. July 1st two engines were sent down to Georgetown, and they checked a promising conflagration in that suburb. Up to August 15th, there had been no fire apparatus in the business district except the fireboat Snoqualmie, the nearest companies being located at Third and Pine, Seventh and Columbia and Eighth and Main. This serious omission was corrected on that date by the opening of the new and costly headquarters building at Third Avenue South and Main Street. It was just in time, for on August 31st a dangerous fire broke out in the Sartori Block on Second Avenue South near Jackson, and this was subdued only after causing a damage of $70,000. What was known as the old Front Street cable power house on Second Avenue near Denny Way was destroyed in an extremely hot fire early in the morning of September 13th. There was great difficulty in keeping this from spreading. Building and machinery were valued at $20,000. Just a week later twenty-four horses were burned with Conway Brothers' stables at Maynard and Charles.

The year 1904 commenced with another mill fire in Ballard, that of the Nichols Lumber Company, January 8th. The Seattle contingent held the loss down to $25,000. On February 1st the Columbia and Puget Sound Railway shops at Second Avenue South and Weller were damaged to the extent of $10,000, and March 2d three times that amount of loss was suffered by the Rainier Club in their newly furnished quarters at Fourth and Marion. April

11th fire station No. 3 on Main Street was abandoned for the new and handsome station at Terry Avenue and Alder Street. Three days later a hose wagon from headquarters answering an unnecessary alarm for the burning of rubbish preparatory to erecting the Alaska Building, ran into a Yesler Way car, killing a little girl, and the horses from another apparatus in an accident, ran into a crowd of people, severely injuring many. May 19th there was a spectacular mid-day fire in the old frame row at Third and Jefferson, and June 14th a small conflagration at Sixth Avenue Northeast and Northlake, the one costing $10,000 and the other $18,000. June 17th there was a threatening fire on the steamship Ohio with a loss of nearly $50,000, and ten days later a very dangerous one at the Stetson-Post lumber plant near the foot of Dearborn Street, wiping out $40,000. Near Pine Street and Railroad Avenue the Union iron works and the Gaffney warehouse were damaged $20,000 on July 13th, and six days later a fire on an upper floor of the Bailey Block at Second and Cherry cost the insurance companies $15,000. August 22d an even greater loss was caused by a disastrous blaze in the Henry Pickard Block at Occidental and Main. The Massachusetts Street fire station on Beacon Hill was opened October 10th. January 3, 1905, saw a destruction of $12,000 in fur and millinery stocks at 1316 Second Avenue. On the 12th a notable fire seriously damaged Doctor Matthews' Church, the First Presbyterian, at Fourth Avenue and Spring Street. Shortly afterward a new fire station was opened at Utah and Massachusetts on the tide flats. This is the one later moved to Holgate Street to make room for railway switchyards.

Shortly before midnight February 11th fire broke out in the eight-story mill constructed building of the Schwabacher Hardware Company at Jackson and First Avenue South, and some men working there failed to control it. The firemen arrived promptly, but could do no better. There were probably some errors made, especially in expecting too much of the new water tower, then used for the first time. At any rate the building was entirely destroyed, together with some of the fire department equipment. The night was cold and the firemen suffered severely. The insurance companies paid $297,675 as indemnity for this fire, and soon afterward there were heard criticisms of the city's fire service that continued throughout the next year. The Roy and Roy lumber and shingle mills on the waterfront north of Spokane Street burned with a loss of $20,000 February 23d. This caused come unfavorable comment, although almost out of the fire department's reach.

The Alaska Building being completed, a test of its standpipes was made early in April, showing that the city water system would afford thirty pounds pressure for fire hose on the roof 186 feet above the sidewalk. On April 24th, the three big horses on the steamer at Terry and Alder ran away down Madison Street from Ninth to First. The two firemen with it stayed on and retarded the speed of the heavy machine as they could, and because of this bravery and skill, no one was injured and the engine was not much damaged. At that time some of the descents were even steeper than now. The Sartori Building was again damaged by fire May 5th, this time to the extent of $20,000, and three days later there was a considerable loss by a blaze on board the steamer Pleiades, at the coal bunkers. The Prudential Building on Railroad Avenue near Washington, later called the Eyres warehouse, sustained a fire loss of $17,000 on June

21st, and on July 28th the hydraulic works in South Seattle were damaged to a like amount.

The date of August 18th is memorable because of the visit of the San Francisco Veteran Volunteer Firemen, who appeared arrayed in the traditional old-time garb, including fire hats and red shirts, and hauling with them a fifty year old hand engine. A distressing accident occurred September 26th when a fireman named Victor Manhart was instantly killed at the new Beacon Hill station by electric shock from crossed wires.

A party of expert engineers from the National Board of Fire Underwriters arrived in late November to inspect the city. They spent two months on the work and issued a valuable report on the fire and water supply, but very little attention was ever paid to it. On the last day of November Seattle had its first automobile fire, the first of a very great many. Early Christmas morning one man and thirty-one horses were burned to death in the rear of the Montana stables at Fourth Avenue South and Washington.

On March 10, 1906, two firemen, Chas. Kirk and John Larson, were caught in an elevator shaft while looking for a blaze in a basement at 212 Second South. The elevator came down on them unawares and they were desperately hurt.

Early in the morning of May 7th the Arlington dock near the foot of University Street, burst into flames and soon endangered the whole water front. A United States transport alongside was towed away with difficulty, but the dock and contents were practically destroyed, the amount of loss being $127,750. There was some unfavorable comment after this fire as to lack of discipline, but part of it was undeserved, for the fireboat was dragged away from the dock by a trailing hawser entangled in the propeller wheel. A few days later, however, there was an open scandal and several officers and members of the department were dismissed for flagrant misconduct on the dock. There was a Fourth of July fire amounting to $12,000 on Second Avenue near University and another in the Eagle brass foundry, 1228 Railroad Avenue South on the 12th of that month. The latter was another bringing out comment from critics to the effect that the $17,000 loss was more than it should have been. On August 13th in the afternoon, a quick fire in the basement of the Washington Block at First and Cherry rapidly spread into the stores above and filled the upper floors with smoke. There were some narrow escapes and one prominent citizen, Samuel Rosenberg, was severely injured in jumping to the roof of the adjoining building. The loss was about $75,000. The fire department did well to prevent the destruction of this building. The fault was in the absence of "fire stops" to confine the flames in the basement. However, it had come to be believed that the fire service was demoralized and inefficient, so on November 22d Chief Cook's resignation was asked for and given, to take effect with the close of the year. Two days later the Grand Opera House narrowly escaped destruction in a fire that was apparently started by burglars. In this case a good fire door undoubtedly saved the theater.

After due consideration of the department situation, Mayor Moore found it necessary to select some one outside of the organization for the sake of harmony, and with the idea of securing an executive head, he appointed Harry W. Bringhurst, who took office January 1, 1907. Mr. Bringhurst was a former

THE WYCKOFF HOME AS SHOWN IN UPPER PICTURE WAS DESTROYED TO MAKE ROOM FOR THE ALASKA BUILDING IN CENTER OF PICTURE BELOW

civil engineer, with many years of experience as a fire protection expert. He was promptly endorsed by the underwriters. January 5th a loss of $20,000 was caused by the burning of a wooden annex to the Pacific Coast Syrup Company's building at Utah and Atlantic. Early in February the city authorities found themselves compelled to accept and occupy the costly but ill designed new station at Third and Pine, and the apparatus moved in on February 16th. At this time the regrading of the Denny Hill was in progress and the Hotel Washington being torn down. On April 3d, when about half this building was still standing, it was ignited from a burning rubbish pile and made a tremendous blaze. The high wind carried sparks and brands for half a mile and kept the department busy for two hours with roof fires. More responsibilities came when, by the election of April 6th, Ballard was joined to Seattle.

On the twentieth of the same month, the office of the Daily Star, 1309 Seventh Avenue, was damaged to the extent of $26,000. It was in an old frame building in those days. Two days later an urgent call was received from Port Blakeley and at the same time the light of the burning mill could be seen from fire headquarters. With the consent of Mayor Moore, the fireboat Snoqualmie was sent over, and it worked from midnight to nearly noon next day, saving all the surrounding property, in fact everything but the mill building. On April 28th the burning of the tarred paper plant at the gas works, Fourth Avenue South and Jackson, created smoke enough for a big conflagration and consequently much excitement, but the loss was only $10,000. The same amount of damage was done the Jesuit Church on Broadway south of Madison, May 1st. Here the flames started from crossed wires back of the altar and spread under the roof. The careless trick of allowing a floorbeam to be built into a chimney caused nearly twenty-five thousand dollars' loss in the Grote-Rankin warehouse at Railroad Avenue and Atlantic Street July 4th, but in this case fire doors saved most of the building. On the 24th of the same month West Seattle and Youngstown were annexed to the city, thereby adding materially to the burdens of the fire department and very substantially to the loss figures, for on August 13th the car works at Youngstown were entirely destroyed and the fire companies making the long run from the city could do little more than look on. This made an addition of $66,000 to the losses and spoiled the showing for what would otherwise have been a record year. On August 9th the unfinished Goldie Apartments, on Fifteenth Avenue near Pine, was set on fire as the result of some labor trouble, and within ten minutes was a blazing furnace, with the flames spreading to all the buildings nearby. The watchman was rescued by firemen at imminent peril to themselves. The destruction amounted to $41,375. August 17th Rainier Beach, Dunlap and other outlying regions were annexed to the city. They contained no fire apparatus worth mentioning, but each of these suburbs expected full protection from the fire department forthwith. In the evening of October 21st a fire gained great headway in the building occupied by Ernst Brothers at 514 Pike, and before it could be controlled the loss was $29,986. December brought two considerable fires, one on a Sunday noon, the eighth, damaged the Morris packing house at 304 Third Avenue South, nearly $18,000, but was held to the south half of the block, and the other, very nearly a conflagration, started in the early morning of the nineteenth in an unfinished frame apartment house and spread to several adjoining structures, with a total

loss of $14,000. The buildings stood on Eastlake Avenue near Lynn Street, and both thoroughfares were nearly impassable to the fire apparatus because of preparations for paving.

About noon of January 7, 1908, fire broke out among desks and cabinet work in the basement under the Norris Safe and Lock Company's store at 309 Third Avenue South and was very difficult to control. The smoke was dense and poisonous, but the flames were held to the basement with a loss of $10,500. On the 27th the first automobile in regular service in the department, an "Autocar," was installed for the chief. A lady using an alcohol lamp, in the morning of March 29th, accidentally set fire to the Hotel Otis, 804 Summit Avenue, and a high wind carried the flames all through the top floor. The loss was $10,655.

Ex-Chief Ralph Cook, an old fireman, died on the 8th of April. A fire starting in the late afternoon of May 22d among combustible materials in Cline's piano store at Second Avenue and Virginia, made a portentous smoke and damaged the place to the extent of $35,000. On succeeding days, June 9th and 10th, fires broke out among the small frame buildings at the Lake Washington end of Madison Street, burning up $15,000 worth of values. The firemen made the long run in twelve minutes and quickly subdued both these lively fires. About midnight of June 18th the skies were illuminated by a fierce blaze in the $90,000 plant of the Seattle box factory at Fourth Avenue South and Spokane Street, but as the roaring flames were 1,600 feet from the nearest available hydrant, it was only possible to save some of the lumber piles. The entire insurance carried was $3,000.

In the morning of July 11th an unfinished building at the northwest corner of Maynard and Weller took fire so quickly that the workmen had to run away without their coats, and when the hose wagon arrived from headquarters, it could not pass through the street because of the heat. Within a few minutes several other frame structures were in a blaze and by reason of the extensive regrade then in progress, most of the water supply was cut off. The entire district, one of the most dangerous in the city, was apparently doomed, but by strenuous efforts the flames were checked after a dozen old rookeries were destroyed. This result would not have been possible without streams from the hydrants which had been placed upon the salt water pipe line, after earnest solicitation, as a preparation for this very emergency. One of the big "hydraulic giant" nozzles used in regrading, was operated successfully on a building at one edge of the fire, but was too far away to reach the most dangerous points. The loss by this very threatening fire was $21,800. It happened on a Saturday and in the evening of the Monday following a basement filled with desks and bookcases gave the department another serious fight. A careless workman with a cigarette is supposed to have started this fire. It was under the Hinckley Block at Second and Columbia. The first outburst of flame was succeeded by dense clouds of smoke which filled the alley to suffocation and over thirty firemen were overcome. Because of the piles of goods and the absence of basement pipes, it was for a long time impossible to get water into the heart of the flame in the center. The loss was $25,000, and some of the firemen were in the hospital for the rest of the month.

On July 30th contracts were awarded for the new steel hull fireboat. On

August 8th the first fire apparatus was sent to the Alaska-Yukon-Pacific Exposition grounds and just four months later a regular company was established there by the city in the handsome fire station built by the exposition authorities.

Early in the cold and snowy morning of January 16, 1909, the main building of the Western mill, at the south end of Lake Union, was burned with a loss of $31,500. The good work of the firemen saved the remainder of the plant.

Another disastrous mill fire came in the night of May 22d, when the Lake Washington mill at Charles Street and the lake was destroyed. Practically the whole plant, valued at $12,000, was consumed. There were no hydrants and an engine could not be gotten down to the lake.

When the Alaska-Yukon-Pacific Exposition opened the city installed a full force of firemen and apparatus, under the command of Assistant Chief William J. Hodder. They made a record of twenty-two alarms with a loss of only about $1,000, certainly the best showing by any exposition up to that time.

On June 26th two companies were sent beyond the city limits to Georgetown in answer to frantic appeals for help. There was a hot fire in the cooper shop of the Rainier brewery and the town's new gasoline engine had apparently gone on a strike.

Early in the morning of July 3d a row of old frame buildings on Terrace Street above Fourth Avenue burned. Where the blaze originated, an unfortunate old woman was caught and died, and at the height of the fire part of one of the houses toppled over on some firemen, seriously injuring several. One of them, Howard Taylor, never fully recovered and finally died of lung trouble. Twenty-four hours after this disastrous fire, the north shore of Lake Union was lighted up by the destruction of Norton's tannery plant. There were one or two buildings saved but the loss was $14,000.

Early August 4th the Stetson-Post planing mill at Railroad Avenue and Dearborn Street was found to be in flames, and the land forces were not making much headway in controlling them until the old reliable fireboat Snoqualmie pushed her way into the crowded slip and started her great streams. The fire was then checked, but the damage was $23,700.

On August 29th and September 1st old buildings in process of demolition burned on Western Avenue, the first at University street, where some homeless man lost his life, and the second between Marion and Madison. Each made a tremendous blaze but the total amount of property destroyed did not exceed ten thousand dollars.

On December 2d the department gave various exhibitions for Baron Shibusawa, the Japanese Board of Trade delegates and their ladies, that seemed to be highly appreciated. The baron sent one hundred dollars to the relief association.

Just a week afterward some unbelievable carelessness with a can of asphaltum varnish on the top floor of the Manufacturers Exchange Building, northwest corner of Occidental and King, caused a fire which spread through a large stock of electric supplies, creating a prodigious smoke. The firemen had this under control in less than an hour, but the flames had worked their way through a small crevice in the fire wall and ignited a mass of furniture stored there in burlap and excelsior, and intended for the new Arctic Club. This made so much flame that it seemed necessary to use a stream from the water tower,

which of course added to the loss. Had the building been properly planned and fitted with suitable fire appliances, it would not have been necessary to cause a water damage of over $100,000 in putting out a $50,000 fire. Of course all the lower floors were soaked and the total loss was $159,189.38. No fire got below the sixth story.

The first automobile fire apparatus was contracted for September 14th, but not delivered until the following May.

James J. Lynch, the efficient master mechanic of the department for many years, died December 1st. Because of his continued ill health, the place had been filled for a year by George S. Sherwood.

For two months at the close of 1909 Seattle's fire and water services were inspected by a party of engineers from the National Board of Fire Underwriters, and their printed report was issued under date of February 1, 1910. This time there was but slight criticism so far as the fire department is concerned, and the comments were regarded as very favorable. The average fire loss for the past three years had been under three hundred and sixty-five thousand dollars.

In the morning of February 11, 1910, a sudden rush of flames from a paint store at 112 Second Avenue caused much excitement, but they were subdued with a loss of $5,794. The Miners Hotel, an old frame building of considerable size, at Pike and Western, made a very spectacular fire early March 12th, and it was with great difficulty that surrounding property was protected. Fortunately no one was injured and the loss was only a few hundred dollars, the structure having been condemned. The next night there was a struggle of several hours to save the Turgeon mill in North Ballard. The dry kilns were damaged $3,000. Those most familiar with the conduct of the fire department and its excellent record in the prevention and extinguishment of fires were greatly surprised at the summary removal of Fire Chief Harry W. Bringhurst in March, 1910. He was succeeded by John H. Boyle. The writer has had intimate personal acquaintance with and friendship for Mr. Bringhurst almost from the day of his arrival in Seattle and entertains the highest estimate of his ability as a fire fighter and fitness to command a fire department.

On April 11th the suburb of Georgetown was annexed to Seattle. A large frame garage and shop at Miner Avenue and Lake Union burned May 6th, converting $38,500 into smoke and ashes, this value being mostly in automobiles. Another garage fire May 13th at 1411 Broadway, cost the owners and underwriters $10,000. About noon of June 10th a large frame furniture factory on Twenty-third Avenue West near Gilman Avenue, was entirely destroyed and another building damaged, the total loss being $29,200.

At 10.30 P. M. that night, wires crossed or deranged by the wind, then blowing at thirty-six miles an hour from the southwest, set fire to the stable and warehouse of the Galbraith Bacon Company at Railroad Avenue and Battery Street, cremating thirty-five horses and throwing a great volume of flame into the air. The department responded promptly, the new fireboat Duwamish quickly reaching a point but 125 feet away, where it should have flooded the stable and wet down the buildings beyond. But it failed in the best opportunity given a fireboat in Seattle and was soon shifted to Vine Street for land streams. The difficulty and delay in getting these to work justified all the criticisms made of her design when she was built. By most excellent work on the part of a portion

DENNY HILL FROM FIRST AVENUE AND COLUMBIA ABOUT 1878

FROM SAME PLACE IN 1915

of the firemen Galbraith Bacon's dock and the large buildings of the Chlopeck Fish Company were saved and the fire was stopped at the sheet metal works. But to leeward into the city the conflagration developed without opposition apparently and was soon sweeping up Vine and Wall Streets through small scattered frame buildings. Two four-story brick structures on Western Avenue went as though of wood. Some good work was done in fighting the fire along Battery Street, but elsewhere no stand was made and there seemed to be no organized opposition. With the apparatus called by the second and third alarms, there were nine steamers, one chemical engine, four ladder trucks and sixteen hose wagons. The water supply and pressure were both ample. At 11.20 P. M. the fire crossed First Avenue with a frontage from Vine Street to half way between Wall and Battery and in this distance there was only one stream to oppose it. A brand new steamer was abandoned on the Wall Street corner, standing on the First Avenue pavement. Most fortunately in ten minutes more the wind slackened and changed direction. The conflagration swept on and crossed Second Avenue. When rain commenced at 12 o'clock the showers of sparks and brands were igniting roofs long distances away. Certainly rain never fell more opportunely in Seattle. Individually the firemen had worked heroically and many of them were scorched and nearly blinded by the clouds of smoke and ashes. Before the fire broke out there was a small blaze in the southern part of the city from which all the companies but one had returned, and the new auto chemical engine had a trivial run to the water-front. During and after the progress of the conflagration there were three other alarms, but none of any consequence. The loss on the portions of the nine blocks swept by the fire was $306,473.

Five days later came a $13,700 fire at Newell's planing mill in South Seattle. In the evening of July 10th, the firemen arriving at a large clothing store, 311-315 Second Avenue South, found a small fire and a large number of bladders and other receptacles filled with gasoline. There was an arrest in this case but no prosecution.

The Anderson Steamboat Company lost $11,000 by the burning of one of its vessels September 19th, and on November 3d there was a loss of $9,000 at 1111 Thirty-eighth Avenue North. A veteran officer of the department, Capt. J. N. Longfellow, died December 15th from injuries received while answering an alarm in Fremont November 26th. Early Christmas morning two children were suffocated during a fire at 317 Twenty-seventh Avenue South.

On January 29, 1911, the Globe Transfer Company at First Avenue South and King Street suffered a loss of $23,000. In the evening of January 31st a fire on an upper floor of the Oriental Block, 606 Second, damaged the building and contents to the extent of $10,000. The burning of some packing material in the basement of 1418 Second Avenue early in the night of February 4th resulted in a loss of $130,000, for the flames came up into the Lennon glove Store and also into that of the Phillips Shoe Company, ruining both, and even extended to the offices on the second floor. The building was nearly destroyed and this caused much criticism. February 27th four houseboats went up in smoke on Lake Washington south of Leschi Park, the owners of the property losing $11,850.

A fire starting in a kitchen or storeroom of the basement of the Lincoln

High School before daylight in the morning of April 7th destroyed entirely the northwest section of that fine building, but being mainly of fireproof construction the flames made no progress outside of that portion and the loss was only $13,000. In the late afternoon of April 24th a dangerous fire broke out in the top story of the Eyres warehouse on Railroad Avenue just north of Washington, and flames rolled far out of the fifth floor windows. While two companies were ascending the big aerial ladder with hose, it gave way and several men were badly hurt. The damage to warehouse and goods amounted to $70,000.

This is also the date of the removal of Chief Boyle from the fire department, which was turned over to the management of Assistant Chief W. H. Clark. On May 10th there was an $18,000 fire at the Lake Washington mill, about where Charles Street comes down to the lake.

During this month, much interest was taken in the appointment of a new chief, especially as the civil service commission refused to sanction the naming of Ex-Chief Bringhurst because of the rule that one who is once removed for cause is forever barred from the city employ. Various efforts were then made to get a suitable man from the East, and finally on June 10, 1911, Frank L. Stetson was appointed. Mr. Stetson had lived some time in Seattle and Nome, but prior to the outbreak of the northern gold excitement had served as chief of the Minneapolis fire department about fifteen years with an excellent record.

Ten days later an early morning fire damaged the Seattle cracker and candy factory on Occidental Avenue near Jackson $20,900. On June 26th came the third fire in the Eyres warehouse, the first one being six years before and the loss this time $10,000. In the evening of July 13th flames and smoke burst from the basement under a large frame apartment house next to the southwest corner of Ninth and Pike, and spread through the building into a similar apartment house adjoining. Both were destroyed with most of their contents, the damage footing up $138,000. Just a week later there was another bad basement fire under the Scheurman Block at First and Cherry. It did not spread above but the place was $11,900 the worse for the blaze.

In the evening of July 23d the Montana Street mill, just above Spokane Street, was destroyed by the usual quick hot blaze, and the flames ruined $85,000 of value. Another mill fire came September 29th wiping out the Phoenix shingle mill in Ballard and $29,500 in buildings, lumber and machinery. Two dangerous fires, quickly controlled, were in the basement of the Quaker Drug Company on First Avenue near Spring, October 14th ($9,748), and at the Bolcom mill in Ballard November 7th, the loss in the latter instance being small.

On Sunday, November 19, 1911, one of the bridges supporting the Cedar River pipe lines a mile west of Landsburg, was carried away by extreme high water, and for over six days the supply was cut off from the city. The fire protection situation became acute Monday evening, at which time the wind was blowing a gale. Fortunately the fires happening that week were small, for the "intermediate" water district went absolutely dry and there was a serious shortage nearly everywhere else in the city.

Smoke coming up through the floor of the Lois Theater, Second Avenue and Seneca Street, in the evening of December 18th, very nearly threw the audience into a panic, but all escaped safely. The building and contents were damaged $9,311.03.

December 30, 1911, Fire Marshal Gardner Kellogg was retired under the pension law, and Ex-Chief Harry W. Bringhurst was appointed to the position, the civil service commission having been changed.

Early in 1912 there were three unusual fires in the Washington Block at First and Cherry. The most disastrous was the third, March 3d, causing Lewis and Company to lose $11,500.72. A similar one on March 20th cost Fuhrman and Company in the Arctic Club Building, Third Avenue near Jefferson, $7,650. The burning of a public garage at 14th Avenue Northeast and East Fortieth, May 15th, caused a loss of $9,159.75, but by spreading into other buildings and blowing up automobile tanks, caused great excitement in the neighborhood.

In the afternoon of June 18th a typical fire broke out in the Edgewater mill at Northlake and Sunnyside, and spread so rapidly that some of the workmen had to leap into the water to escape. The destruction, $45,342.62, was practically complete.

In the night of August 23d a floor mop soaked in oil took fire spontaneously in the fire station (No. 20) on Fourteenth Avenue West and burned the top off the building before it could be controlled.

Three disastrous fires in September were the one at the Alaska Junk Company's place, First Avenue South and Connecticut Street, on the 10th, loss, $17,122.09; another at the unfortunate Lake Washington mill at Charles Street on the fifteenth, the damage only $3,000 this time, and what came near being a conflagration at the Bryant mill the next day; this swept away $80,000 in value. The department did well to save the Fremont bridge, and the other buildings of the extensive mill plant.

At the general election November 5th, after a long campaign to impress upon the voters the hard lot of the firemen, what is known as the "Two Platoon" amendment to the charter carried, 34,153 to 18,620. This divided the members of the department into two shifts, one on duty at the fire stations from 6.00 P. M. to 8.00 A. M. and the other 8.00 A. M. to 6.00 P. M. It commenced with April, 1913.

New Year's eve, 1912-1913, some midnight reveler at the New Washington Hotel, Second Avenue and Stewart, threw a cigarette into some light stuff at the base of an enormous Christmas tree in the rotunda, causing a great flash of fire and a loss of $8,797. On the last of the month dangerous blaze started under one of the Manhattan flat buildings, 1703-1747 Minor Avenue, and filled the upper stories with smoke. Although this is a frame apartment house, the fire was controlled with a loss of only $6,624.10 and no one burned or suffocated. In the late evening of February 12th the entire top floor of 307 First Avenue South, occupied by the Kilbourne Clark Company, electrical supplies, was found to be in flames, which reached out the windows, endangering surrounding property. After a hard fight the other portions of the building were saved, but the loss was $27,229.59. About five hours later, what was probably some carelessness by a smoker, started a disastrous fire on the third floor of the Times Building, at the northeast corner of Second and Union. This spread rapidly into the story above and through an open wall and light court, to the three upper floors of the Denny Block adjoining. The first and second stories were soaked with water. The entire loss was $271,104.19.

Two more mills burned in March, the Harbor Island plant on the first, a

ten thousand dollar blaze, and the Pacific lumber and timber mills on the twentieth, consuming $49,993.16 in values. The first started over the boilers at 1.30 in the morning, the second at daylight from thawing out a water pipe with a gasoline torch. In May there was a dangerous fire under the Bell Block, an old North Seattle landmark, 2313 First Avenue, at 5 in the morning of the twelfth; the damage was only $3,930.70, but the firemen made some gallant rescues of inmates who would otherwise have been suffocated.

In the afternoon of the thirtieth the Acme shingle mill, at Fifteenth Northwest and West Forty-fifth, Ballard, had a fire which caused a second alarm, but it was controlled with $6,525 loss. About noon Sunday, August 3d, a real conflagration broke out among large frame buildings on Brooklyn Avenue near East Fortieth Street. It crossed the former avenue and extended to Fourteenth, burning houses, sheds and most of a lumber yard; the whole probably a block and a half in area. The department had a hard struggle to keep the damage down to $17,986.59. The same afternoon what is supposed to have been a defective core oven set fire to the Westerman foundry, at Whatcom Avenue and Lander Street, and it was burned to the extent of $6,905.33. This same concern lost $8,932.74 on May 16th, less than three months before, by a precisely similar fire.

Just before daylight August 6th the Latona shingle mill at First Avenue Northeast and Northlake went up in the usual quick, hot fire and damaged one of the city's viaducts, which was only saved by lively work. Altogether the loss was $8,630.40. About 1 o'clock in the morning of the 11th a mysterious fire in oakum and other ship stores at 103 First Avenue South, in the basement, filled the clothing store of A. Bridge and Company and the lodging house above, with suffocating smoke. The firemen had to assist a great many of the lodgers to escape in a hurry. By the use of the fixed basement pipes, the fire was so nearly put out that men could get in with hose lines and finish it, holding the damage down to $31,690.84.

It is interesting to note that June 27, 1892, a similar fire started in this basement in like merchandise. There were no basement pipes to control the flames, which spread upward and practically destroyed the building, with a loss of about three hundred and seventy-five thousand dollars.

In the evening of September 22d the large frame furniture factory of Eckman Brothers burned, sending $19,649.80 up in smoke. This was at 1116 Ewing Street, and the firemen did well to save the wooden viaduct alongside. At 1 o'clock next afternoon a very spectacular fire destroyed the frame factory of the Pacific Box Board Company, 1507 Eastlake Avenue, and came near starting a conflagration in that vicinity. The cause was spontaneous ignition in baled rags, which kept breaking out in a blaze for two months afterward. Loss, $83,744.01. Shortly before noon of Sunday, October 5th, flames broke out in the Times Building basement at Second Avenue and Union Street, involving the rear half and working through the floor into Shull's confectionery. It was a difficult fire to control by reason of the dense smoke, and several firemen were overcome, but the damage was held down to $28,781.18. The origin was in an employe's locker. The cause was not definitely determined.

One of the city's most dangerous fires broke out about 1 o'clock in the afternoon of October 11th, in a hardwood storage shed alongside the shiphouse

THIRTY YEARS OF PROGRESS

OCCIDENTAL AVENUE

LOOKING NORTH TO YESLER WAY

of the Seattle Construction and Dry Dock Company. The cause is unknown. A strong wind was blowing from the southwest, developing what seemed to be a conflagration and driving great clouds of smoke into the business district. For a time it seemed as though the entire plant was doomed, but the desperate efforts of all the men and apparatus summoned on second and third alarms, held the damage down to $48,861.77. On December 14th a basement fire at 1420 Second Avenue, in the same location and just like the one on February 4, 1911, which cost $130,000, was extinguished with damage amounting to $4,962.28. In the morning of December 17, 1913, a fire in the second story of the Pacific Drug Company's building, 315 Third Avenue South, had the flames rolling out front and rear when the first apparatus arrived, but because the stairways and elevator shaft had just been enclosed, by order of the city authorities as a fire prevention measure, the blaze was entirely confined to the one floor, and the loss in a valuable stock, to $28,014.60. About the same hour December 22d, a fire starting in the rear of the basement of the Reynolds Electric Company, 310 First Avenue South, where stairways and shafts were entirely open, rushed up to the top floor within three minutes, burning out that story and the roof. The damage was $23,687.62. This same day the gasoline schooner Bertha was burned to the extent of $7,000 on the West Seattle side of the bay.

Early January 17, 1914, there was a serious fire in a cloak and suit house at 1319 Fourth Avenue, and on February 25th a similar one in a tailor shop at 714 Fourth. Both were known to be incendiary, but nothing was determined until months afterward when one proprietor turned state's evidence, the other went to the penitentiary, and a man who went about the northwest setting such fires, fled and is still being searched for. In the evening of April 28th, the planing mill of the Bryant Mill Company at the Fremont Avenue bridge burst into flame and was apparently going the way of all planing mills and about to take other buildings and lumber with it, but the company had a hydraulic giant nozzle on a city water main; a watchman turned its enormous stream into the windows and the fire simply did not have a chance. The loss was but $2,402.18.

About 8 o'clock in the morning of May 12th flames issued from the fourth or top floor of the M. A. Gottstein's furniture store at 1516 Second Avenue, and for an hour burned with great intensity, as the large area was filled with wrapped furniture. The lower floors were flooded by the torrents of water necessary to hold the fire above and the loss was $89,982.41. The cause could not be determined, but the fires of June 24th and November 9th made it evident that a malicious incendiary was at work. The insurance was such that the fire caused the proprietors to lose considerably. When the repairs had been made and the repainting about finished, a similar fire broke out about 8.30 in the evening of June 24th, and also involved the entire top floor. The damage this time amounted to $27,054.18. Several very careful investigations failed to determine the cause.

The months of July and August were very dry and the firemen were sent out to an unprecedented number of brush and grass fires. Two engines with a force of firemen were out working in remote districts when the alarm was received for the Grand Trunk Pacific dock fire at 3.46 P. M. July 30th. This was an enormous frame structure at the foot of Madison Street, completed

in December, 1910, at a cost of over three hundred thousand dollars. Careful investigation proved that the fire started under the dock among the piling near the outer or southwest corner. When the nearest hose wagon came in, laying a line of hose, no fire or smoke could be seen inside. In another minute the open warehouse began to rapidly fill with black smoke from beneath, and about the time their stream of water was playing, this great cloud of smoke and gases ignited. As the witnesses said, the air turned to fire. Fortunately, not many people were on the dock for these had to make a blind rush to escape. At least four were burned to death or drowned. One fireman, Patrick Cooper, was fatally burned, and another, John W. Stokes, permanently injured. Within ten minutes the entire dock portion, 600 feet long, was a mass of flames, and only a slow burning partition saved the people in the office portion on Railroad Avenue. These were most of them taken out of windows on ladders. The central part of the roof of the Colman dock was set on fire and pier three was somewhat damaged, the wind being happily of little force. Nearly the entire department, including the two fireboats, worked most strenuously to control this fire, and the water supply was all that could be desired. Loss, $362,464.16, of which $7,210 was to the Colman dock. When the tower of this caught fire the crew of the Unalga performed valuable service.

In the very early morning of September 15th the fireboat Snoqualmie was sent across the Sound and rendered great assistance in fighting a conflagration at Paulsbo.

At 6.20 in the evening November 9th, while some employes were still on the ground floor, fire again broke out in the top story of the Gottstein company's place, under very puzzling conditions, and caused $13,521.95 in damage. These repeated fires did the company great harm and rendered it nearly impossible to secure insurance. Everything that could solve the mystery was tried and at the fire marshal's investigations everyone about the place was interrogated, but no one could find the true solution, beyond the fact that it was malicious incendiarism. The offer of large rewards was equally unavailing.

About 2.30 in the afternoon of January 16, 1915, the boiling over of a tarkettle started a fire underneath the New Port Commission dock at Whatcom Avenue and Hanford Street, that might have been a reproduction of the Grand Trunk disaster had it not been for the tight, double floor. The blazing tar ran down a crevice in a railroad track at the southeast corner of the warehouse and in less than ten minutes 800 feet of the creosoted piling was blazing, while the cloud of black smoke was tremendous. Water was turned on in the incomplete sprinkler system, but was all above the floor. Happily the department got the fire out before the substructure was much impaired, with a loss of $7,984.18.

On February 4th and 5th fires started in the Salvation Army buildings at Ninth Avenue South and Holgate Street, doing a damage of $8,474.68. At midnight of February 9th-10th, a fire commenced in a lumber shed of the Bailey Dubois Company, 4727 Sixth Avenue South, and spread through the entire woodworking plant, causing some damage to surrounding property. In all the loss was $17,520.19, and a second and third alarm was required to hold it to that figure.

The next evening a little blaze, presumably started by a spark from a flash-

light several hours before, spread through the top story of the southwest corner of Western Avenue and Madison Street (Maritime Building), and ruined $24,467.97 worth of merchandise and other property. Most of this was in Studebaker automobile parts and oriental goods. At 11 in the morning of March 26th some unknown cause developed a fire in a paint store in a frame building on the southeast corner of East Seventy-second and Green Lake Boulevard, and the proprietor narrowly escaped with his life. There was some delay with the alarm, and when the first hose wagon arrived four or five frame structures were burning briskly. The second alarm brought enough force to get the conflagration under control, with a loss of $10,995.21.

Just before 2 o'clock in the morning of May 30th, was the great crash caused by the explosion of fifteen tons of dynamite on a barge at one of the Elliott Bay buoys. Four false alarms came to the department in the excitement.

At 1 in the morning June 4th what is believed to have been the spontaneous ignition of coal dust, caused the great bunkers of the Pacific Coast Company, at the foot of Dearborn Street, to burst into flame so quickly that no witness could say in what part it started. Most of the plant was involved when the department arrived, the private fire system failed entirely, and before the fire was extinguished the damage amounted to $82,498.16.

The next day a blaze in the Crown Block at Second and James, bursting from a second floor closet at noon time, involved most of the interior and caused great excitement on the street, although the loss was but $6,405.17. In the evening of the ninth, a large frame grocery at Brooklyn Avenue and East Fortieth Street made a great illumination while burning, and property valued at $15,513.65 was destroyed. Ten days afterward the Alaska Junk Company at First Avenue South and Connecticut suffered a loss of $11,403.40 by fire, and on August 1st a mysterious blaze in a balcony closet in the Tonkin clothing store, 609 Second Avenue, burned and smoked up property and goods valued at $14,341.30.

August 22d flames broke out in the rear of the Danz clothing store at 211 Occidental and spread into the Olswang harness and leather shop above. The damage was $15,183. The well remembered Phoenix shingle mill at 4455 Shilshole Avenue, Ballard, went up in flames again in the morning of September 13th. Sparks from a stack were seen to fly under one corner and presently all the occupants had to run. The fire got out of the mill into dry houses and kilns, in the strong wind, and altogether the loss footed up $15,962.67.

Two days later a blaze in plumbers' goods under the Union Block, 715 First Avenue, burned out most of the basement and crept into the Wilcox men's furnishings store above, the damage being $17,585.22.

On the 24th the Firemen's Band went south through Oregon on their own excursion to the exposition and chiefs' convention at San Francisco.

At 1.12 and 2.37 A. M. of October 26th fires were discovered in some paper and rattan on the first floor of pier fourteen, foot of Broad Street, the second fire most likely a rekindling of the other. Both were put out without trouble. The entire warehouse, both floors, was filled with tea, rice, hemp and other oriental goods and canned salmon. At 6.45 in the evening of October 28th the entire second floor was found to be in flames, which were breaking through both ends of the roof when the first companies arrived. All the upper portion was burned away, although the work of the Duwamish and Snoqualmie

probably was more effective than at any other waterfront fire. The contents of the first story were of course drenched with water. So far as the figures may be known at the present time, the total loss by this fire was $705,578.55. The cause was doubtless incendiary and for some reason connected with the war in Europe, but no clues have yet been found.

In the evening of December 6th the Metz automobile factory branch, a large frame garage and shop at Nineteenth Avenue North and East Mercer Street, was damaged by fire to the extent of $21,875.47, the upper part being mostly burned out.

CHAPTER XXIX

THE ALASKA-YUKON-PACIFIC EXPOSITION

A casual remark in the course of a conversation between three men in a Seattle newspaper office was the germ which developed into the city's great world's fair, the Alaska-Yukon-Pacific Exposition. The three men were William M. Sheffield, James A. Wood and Godfrey Chealander. The conversation, in the light of the events which followed, proved to be one instance of where a good newspaper "story" has set gigantic things in motion.

It happened late in the year 1905, when Chealander returned to Seattle at the close of the Lewis and Clark Exposition in Portland, where he had made a success of a small Alaska exhibit. At the time of the opening of the Portland Fair, Chealander had lived a number of years in Alaska, where he was the grand secretary of the Arctic Brotherhood and was picked as the most capable man to represent the North.

The universal attention which this small exhibit attracted so impressed Chealander that, when the exposition closed its doors, he determined that it ought to be retained permanently. With this idea in mind he came to Seattle and fell in with William Sheffield, who was the secretary of the Alaska Club, later called the Arctic Club. His offices were on the top floor of the Alaska Building.

Together these men determined to interest the people of Seattle in a plan to put up a building for a permanent Alaska exhibit in the city. The Portland exhibit was to be the nucleus of an extensive institution which should be a constant reminder of the wealth and promise of the northern territory. With this plan Sheffield went to Wood, then city editor of the Seattle Times, and now publisher of the Town Crier.

"Jim," said Sheffield, "do you want to get hold of a good story? I don't know what you may think of it, but I believe I have a first class one here. It may amount to a whole lot and it may not."

"Let's hear it," Wood replied. Sheffield then introduced Chealander, who told of the success of the Portland exhibit, outlined their plan for a permanent Alaska building and exhibit in Seattle. Before long Wood interrupted. "If Portland can have a successful Lewis & Clark Exposition, what's the matter with us? Why can't we have an Alaska exposition in Seattle which will be even more successful?"

Sheffield and Chealander looked at each other and wondered "why not?" The more the three men discussed their idea the larger it grew in proportions, until by the time the interview closed an Alaska exposition in Seattle was a fact as far as they were concerned.

Wood immediately undertook to get the opinion and sentiment of the public on the proposition through the columns of his newspaper. Every day a new

story appeared explaining the idea. Interviews were obtained from the most influential business and professional men of the city approving the plans. From the start, the Alaska exposition was spoken of as an absolute certainty.

While Wood was feeling out public opinion and rounding the plans into shape, Sheffield and Chealander were busy on the outside interesting the city's active leaders. Through their efforts a dozen of the leading business men met in conference at a luncheon held one day early in 1906. Over their cigars they went through every detail of the plan, and within a month an association of business men had been formed for the purpose of financing an Alaska exposition in Seattle.

It was practically out of the membership of the chamber that the men were chosen to conduct Seattle's first bid for world-wide exploitation. Many of the men were trustees of the chamber. At the head of the exposition as president was J. E. Chilberg, a man who grew up in Seattle and who early absorbed the prevailing desire to do things for his city. The vice presidents were John H. McGraw, A. S. Kerry and H. C. Henry. I. A. Nadeau, a man who had done big things for the city as executive vice president of the chamber of commerce, was chosen director general; C. R. Collins was treasurer; William M. Sheffield, secretary, and John W. Roberts, counsel.

From the first the movement, as chronicled daily in the columns of the Times, met with the enthusiastic support of the people, not only of Seattle, but of all Alaska, where the feeling toward Seattle was especially friendly. The public thought and talked about the exposition as if it was assured from the start, confident that if Portland could produce a successful fair Seattle could produce a better one. Every day the movement gained headway. There was a keen rivalry between the Times and the Post-Intelligencer at the time, and at first the latter made no mention of the plan which was fathered by its rival; but as soon as the articles of incorporation were filed the morning paper joined with the citizens in their endeavor to make the exposition a record breaker.

As soon as the necessary committees had been appointed and the project had begun to take definite shape in Seattle, at Olympia and at Washington, D. C., the problem of a suitable location became the absorbing topic. Half a dozen different sites were proposed until finally Prof. Edmond S. Meany, the University of Washington alumnus, whose work has been one of the potent forces in the building of Seattle, developed the idea of locating the fair on the university grounds. He proposed to go before the State Legislature to obtain an appropriation of the grounds and the use of the permanent buildings for the exposition. The idea was no sooner suggested than it was carried to fulfillment. With the forceful personality of Professor Meany behind it, there was little room for argument or opposition. The state not only complied with the request, but the Legislature went a step farther and made provision that most of the money spent on the fair by the state should go into four permanent buildings that could subsequently become part of the university plant.

Meany's idea meant the rebirth of the university as one of the nation's foremost institutions of learning. When the state appropriation was made the university boasted of three permanent buildings, hidden in a wilderness of forests on the shores of Lake Washington. When the fair was over the university found itself in possession of a wonderfully improved campus, laid out in a

1878

1888

THE PROGRESS OF FIRST AVE.
LOOKING NORTH FROM CHERRY ST
1914

beautiful park, and about twenty new buildings. One of the finest of the four permanent structures appropriated by the state was Meany Hall, the magnificent building erected for the exposition to become the university's auditorium when the fair was over. It was given its name in 1914 by the board of regents as a mark of appreciation of Meany's constructive work.

When Sheffield and Wood started their idea on its way they only partially calculated the momentum it would gather and the wave of public spirit it would carry with it. At first, the proposed fair was known merely as the Alaska Exposition, the intention being that it should include an extensive exhibit of Alaska's resources only. The plan met with such immediate response, however, that it was determined to extend its scope to take in the Yukon Territory and the British Columbia side. It then came to be known as the Alaskan-Yukon Exposition.

Even this was not enough. There seemed to be no end to the reserve of public energy. Before the plans had been fairly well defined—that the city should put out a real big affair while it was about it, Professor Meany conceived the idea that the exposition should reach out to all the countries bordering on the Pacific. It was a big proposition, but the city had men who were equal to it. The first thing they did was to send out E. F. Blaine, Judge Thomas Burke and Harry Whitney Treat to interest China, Japan and the people of Hawaii. Scott Calhoun was sent to California, and J. E. Chilberg went to Ottawa, where he obtained the assurance of Canadian participation. Henry E. Reed, who had been secretary and director of exploitation in the Lewis & Clark Fair, was brought from Portland and made director of exploitation in Seattle. He brought with him the endorsement of the people of Oregon and a considerable appropriation. Soon the co-operation of the Coast States and of British Columbia was assured, necessitating the name Alaska-Yukon-Pacific Exposition.

Originally, 1907 had been fixed upon as the year for opening the fair. But early in the summer of 1906 a communication was received from the board of governors of the Jamestown Exposition at Norfolk, Va., suggesting that the buildings were already under way and that a tercentenary celebration of the landing at Jamestown would of necessity fall in the same year, 1907. For this reason Seattle was asked to defer its fair for another year; and as the Government was heavily interested, the city complied with the request by postponing until 1909, although 1907 would have been preferable as the tenth anniversary of the discovery of gold in the Klondike. It was planned to open the exposition on June 1, 1909, and to close it on October 16th of the same year.

As in nearly every other period of its growth, Seattle was compelled to face an apparently unsurmountable difficulty before it could bring its undertaking to fulfillment; but again the city brought forth its fighters, who turned the odds in its favor. In an extraordinary campaign, carried on by Will H. Parry, just at the time the financial panic of 1907 was spreading a damper over the whole country, Seattle citizens purchased all the capital stock of the exposition company in one day. Parry's dynamic energy and remarkable organizing ability, the talents in him which have been used a score of times to the profit of the city, put the undertaking over its first great barrier.

The ground for the exposition was broken in June, 1907, and the gigantic

task of converting the rough forest land into a beautiful park was commenced. The administration building was the first to be constructed and soon afterward bids for the agricultural building were called for. Contracts for three of the state buildings were let a little later in the year to be used for exhibition purposes and then to become the property of the university. By January, 1908, $220,000 had been spent on the preliminary work.

The King County commissioners agreed to erect a forestry building at a cost of about three hundred thousand dollars, and also to pay about seventy-eight thousand dollars for the cost of collecting and installing the county exhibit. In response to requests for assistance Congress finally agreed to appropriate $600,000 for the fair on condition that the citizens of Seattle would raise $1,000,000 for the same purpose. In June, 1908, the trustees certified to Congress that the subscriptions had been secured and the money for the Government buildings and exhibits became available at once.

About this time, James A. Wood, who had been sent to attend the Jamestown Exposition, was called back to Seattle as director of exploitation to succeed Reed, who had given some dissatisfaction since his arrival from Portland. Welford Beaton was chosen chief of the department of publicity.

The people of the city took keen delight in the work of preparation as they watched the clearing of the wooded grounds to make way for great buildings. Professor Meany and Reginald De Koven added a finishing touch to the vibrating Seattle spirit in December, 1908, when they composed the exposition song, "Washington Beloved," which began:

Thy name, of Washington renowned,
We hail, we hail from far and near;
Thy glories joyfully resound,
In song of praise and mighty cheer.

By the first of January, 1909, nearly all the buildings were well on their way to completion. The giant fir logs for the forestry building hewn from the forests of Snohomish County began to arrive and were prepared in the rough. By the end of March, most of the exhibits were in place. The King County Building, a two-story structure, was finished about the middle of April. On the first floor were the exhibits, a feature of which was a miniature reproduction of the Newcastle coal mine. Many Seattle scenes were reproduced. The Alaska Building was one of the chief attractions, and the Oregon, Japanese and Hawaiian buildings were among the finest. Foreign nations were represented by the Canadian and Japanese buildings. The Washington State Woman's Building was conspicuous and proved to be popular. Washington, Oregon, Utah, Idaho, California and New York all had state buildings. "Pay Streak" was the name given to the amusement section after the fashion of the Chicago "Midway" and the St. Louis "Pike."

It was largely due to the extraordinarily efficient work of the chairman of the building committee, C. J. Smith, that the exposition lived up to its widely exploited promise that it was "The Fair That Will Be Ready," point being lent to the phrase by the fact that previous expositions in the United States had not been completed on the opening day. In formally making the opening day, June 1, a legal holiday, Mayor John T. Miller declared for a spotless town and everyone "cleaned up" to receive the big crowds from many parts of the

country. Welcoming arches were erected over the streets which were gaily decorated with flags and emblems.

The big day opened with a spectacular military parade in which the Duke of Connaught's Own Rifles took part. At 10 o'clock President William H. Taft at the national capitol pressed the gold nugget Alaskan key that set the machinery of Seattle's exposition in motion. At his signal the national salute was given and the longest flag in the world was unfurled. The opening ceremonies at the amphitheater included dedication speeches by President J. E. Chilberg, Director General I. A. Nadeau, and James J. Hill, who welcomed the 80,000 people who were in attendance. This day and those which followed were enlivened by the music of many bands and numerous receptions held on the exposition grounds and throughout the city.

The directors had planned to bring here while the fair lasted as many conventions and public assemblies as possible. Nearly every day was dedicated to a special city, county or state occasion and each day had a distinctive title. Some of the special days were: Seattle, Tacoma, King County, Snohomish, Pay Streak, Nebraska, California, Idaho, Utah, Washington, Oregon, Portland, Norway, Canada, Japanese, Chinese, Elks, German, Minnesota, Iowa, Swedish and Strawberry. The best days had an average attendance of from 34,000 to 60,000, and on Seattle day 117,013 people passed through the gates to the tune of Seattle Day, a song composed by George Beck, which began:

Two hundred thousand people, including me, will stay,
Until the day is over, for it's Seattle Day;
So wake and call me early, for we're going to the fair,
For its Seattle Day, mother, and believe me, I'll be there.

The Seward statue was formally unveiled September 10th, with a speech by the secretary's son. On the statue were the words of Secretary Seward when the Alaska purchase measure was pending at Washington:

"Let us make the treaty tonight."

Almost daily, while the fair lasted, there were formal receptions to distinguished visitors from other states and from foreign countries. On September 20th President Taft and a party of national officials arrived and were given a great ovation as they passed through the streets. In an address before 25,000 people at the amphitheater the president spoke in favor of a national commission to pass laws for Alaska. In the evening he and his party, including Secretary Hitchcock, were banqueted at the Washington State Building. William Jennings Bryan visited the fair on Bryan day, October 10th.

The fair which lasted from June 1st to October 16th, had the double distinction of being ready at the opening day and closing its gates on the final day free from debt. During the 138 days it had been open the total attendance was 3,740,551, the paid admissions aggregating $1,096,475.64. It had accomplished its purposes: To prove to the people of the world the enormous value of Alaska to the United States and the greatness of its entry port, Seattle. The city's guests left the fair with the knowledge that Alaska was a golden possession and Seattle a growing metropolis.

To all the men connected with the exposition, who gave their time unsparingly and gratuitously, Seattle owes a debt. The full list of officers follows:

President, J. E. Chilberg; vice presidents, John H. McGraw, A. S. Kerry,

H. C. Henry; director general, I. A. Nadeau; treasurer, C. R. Collins; secretary, William M. Sheffield; counsel, John W. Roberts.

Executive committee: J. E. Chilberg, John H. McGraw, A. S. Kerry, H. C. Henry, C. J. Smith, E. C. Hughes, J. W. Clise, J. S. Goldsmith, Will H. Parry, F. W. Baker, Edmond S. Meany, C. R. Collins, Josiah Collins, Jacob Furth, George Boole, N. H. Latimer, Ralph S. Stacy, G. V. Holt.

Board of trustees: T. Arai, E. W. Andrews, E. E. Ainsworth, F. W. Baker, Alfred Battle, Col. A. J. Blethen, George Boole, Henry Broderick, William M. Calhoun, J. E. Chilberg, J. W. Clise, C. R. Collins, Josiah Collins, John Davis, J. D. Farrell, G. W. Fisher, J. C. Ford, R. R. Fox, C. E. Fowler, Jacob Furth, J. S. Goldsmith, John P. Hartman, Andrew Hemrich, H. C. Henry, James D. Hoge, E. C. Hughes, S. H. Hedges, A. S. Kerry, N. H. Latimer, John H. McGraw, George S. McLaren, I. C. Marmaduke, James A. Moore, William Hickman Moore, Will H. Parry, William Piggott, J. B. Powles, John G. Price, W. L. Rhoades, John W. Roberts, E. Shorrock, C. J. Smith, A. B. Stewart, C. D. Stimson, H. W. Treat, E. E. Webster, H. R. Williams, John L. Wilson, C. F. White.

The executive heads of the various departments were: James A. Wood, director of exploitation; Frank P. Allen, Jr., director of works; Louis Baeder, assistant; Henry E. Dosch, director of exhibits; C. E. Mattox, director of concessions; Welford Beaton, chief of the department of publicity. These officials, with the director-general and secretary, were the salaried heads of their departments, all the others whose names are given above having served the exposition for three years without any further remuneration than the satisfaction of having well done a good work.

One predominant feature of the exposition was the exquisite effect gained by taking full advantage of the climate and site in developing the landscape possibilities. Olmstead Brothers made the plans, James Frederick Dawson, a member of the firm, being in charge of the actual work. So well was the work done that it was generally conceded that Seattle's exposition was the most beautiful ever held.

In the month following the closing of the exposition the chamber of commerce tendered a banquet to the non-salaried officers. To W. A. Peters was assigned the duty of unveiling a bronze tablet which occupies a permanent place on the university campus, where the exposition was held. Mr. Peters' brief address reflected the feeling of the citizens at the time and was such a gem of poetic eloquence that it is reproduced here in full:

"You who have listened to the eloquence of our toastmaster, Judge Thomas Burke, who has so ably portrayed the sentiments of those who sit about you here, surely have no room for doubt that so long as his lips may speak, so long as our hearts may beat, you will not want for testimony to your noble acts of citizenship.

"Sitting under this spell, it is hard for us to realize that the citadel which you set in stars beyond the lake, and which made the glory of our summer nights, has long since become a shadow across our sky; it is hard for us to believe that those graceful temples, those firelit waters, those magic gardens may soon return to the wilderness from which your genius charmed them, or to the unpoetic walks of daily commerce; harder, still, is it for us to believe that the lesson

A VIEW FROM DENNY HILL IN 1885

LOOKING IN THE SAME DIRECTION TODAY

in self-reliance, in daring enterprise, in magnificent achievement which you have taught an unbelieving nation, can ever be forgotten; or that your honored names may sound but strange upon the ears of those who throng our streets in days to come. Yet well we know that all such memories must go the road of the unremembered past.

"And so, against such chance, we have thought to place upon that spot which you have so ennobled a memorial which may speak in more enduring tongue to those who follow us.

"The inscription is as follows:

" 'On these grounds was held, between June 1st and October 16, 1909, The Alaska-Yukon-Pacific Exposition, and this tablet is erected by the Seattle Chamber of Commerce as a testimonial to those citizens of Seattle who, from a sense of civic loyalty, and at great personal sacrifice, created and carried to success an exposition of lasting benefit not only to this city but to the entire Northwest.'

"But far more important than all other advantages resulting from such an exhibition is the inspiring example of unselfish and disinterested public service which these citizens, without material reward, or the hope thereof, have given to their city. Such men are the proudest possession of any community and the surest guaranty of its prosperity and greatness.

"Thus may your children's children, and generations on the heel of these, made mindful of our measure of your worth, themselves add honor to a noble heritage," concluded Mr. Peters.

CHAPTER XXX

ALASKA SHIPPING INTERESTS

When the steamer Portland arrived in Seattle from the North on the morning of July 17, 1897, John Rosene, a young man with an adventurous disposition was living in Chicago. Chicago caught the news of the Klondike strike as it spread like wildfire over the country, and Rosene responded by catching the fever for gold. He took the shortest route to Seattle, joined in the stampede and returned late in 1899 without a poke of gold, but with a good store of enthusiasm for the opportunities at hand for Seattle and the North. He experienced the difficulties of transportation in the early days of the stampede. He saw Seattle's chance and made use of his enthusiasm by organizing the first essentially Seattle steamship line to Alaska, operated and controlled by Seattle people, with Seattle as its headquarters. Incidentally, by his enthusiastic confidence in the city which he had made his home, he placed Seattle on the map for all time as an important ship-owning community and as the country's doorway for Alaska trade and commerce.

To trace the story of this trade from its beginning we must go back to San Francisco, the city which may rightly be called the mother of transportation to Alaska. The pioneer shipping to Alaska was mostly carried on by the "Steam-whalers," nearly all of which were owned in San Francisco by the Pacific Whaling Company and others. In their occupation of capturing whales for whale-bone and oil, these ships became floating trading stations carrying merchandise for trade among the Alaska natives. Through them came much of the early information about Alaska, its people, its resources and its climate.

The first action in the negotiations that finally led to the acquirement of Alaska was taken by Washington Territory on January 10, 1866. On that day the territorial legislature adopted a memorial asking President Johnson to negotiate certain fishing privileges along the Alaskan shore and requesting that ships be sent to explore and survey its waters. This memorial was referred to Secretary of State William H. Seward who brought the matter to the attention of the Russian minister. This was soon followed by negotiations that led to the purchase of Alaska by the United States for a total of $7,250,000. At the time of the purchase Alaska was called "Seward's Folly," Uncle Sam's Ice Plant, etc. Congressmen and senators, many of them, denounced and opposed the purchase.

In April, 1867, a telegraphic dispatch reached Seattle that the United States had concluded a treaty with Russia and had thereby acquired dominion over the vast region of the country then known as Russian-America. At that time the principal settlement was at New Archangel, a town of about a thousand inhabitants on the island of Sitka. The Russian-American Fur Company, incorporated in 1799, maintained its chief establishment there. It had fifty or sixty vessels

engaged in the collection and conveyance of peltry. The people of Seattle saw from the start the advantage which the new possession would give to Washington Territory. While the sum of $7,250,000 was large, yet when there was taken into consideration the fisheries and whaling grounds along the Alaska coast, the fur animals, the immense commerce which was likely to spring into existence, the value of the acquisition was realized.

The transfer of Alaska from Russia to the United States, October 18, 1867, brought about the control of the Alaska fur seal industry and the organization of the pioneer company of Alaska, the Alaska Commercial Company, which came into possession of many of the trading stations established by the Russians along the coast of Alaska and up the Yukon River. The company was the first to establish steamship traffic on the Yukon River and remained in control of the Yukon trading and transportation business for several years.

The extension of the salmon canning industry from the Columbia River and Puget Sound to Alaska added a large number of ships to the Alaska fleet, gradually increased public knowledge of the coast section of the territory and indirectly increased the activity in prospecting for minerals and development of other resources.

The increase of business in the enlarged field of marine operations in the North Pacific, which immediately followed the Alaska purchase, was noticeable from the start. A famous specimen of Russian marine architecture came under the American flag with the transfer. She was a clumsy snub-nosed side-wheeler built at Sitka in 1866 of hewn Alaska cedar, fitted with a very expensive copper boiler, steeple compound engines, and labeled the Politofsky. The Polly, as she was called, subsequently passed into the hands of the Alaska Commercial Company and steamed down to Victoria in 1868 in charge of Capt. William Kohl. Taking the vessel to San Francisco, Captain Kohl removed the boiler and sold it for more than the purchase price of the entire craft. After a few changes had been made the Polly was disposed of to Meigs, the sawmill man, who sent her back to the Sound where she went to work as a tow boat. Steamers were not plentiful on the Sound in those days and when the Eliza Anderson occasionally laid up for repairs the Polly was pressed into service to carry the mails. She was purchased in 1879 by Dexter Horton & Company, of Seattle, for $5,900, and afterwards passed into the hands of the Port Blakeley Mill Company. The Alaska steam fleet had three representatives on the waters of Puget Sound and British Columbia in 1867, the Polly, and the Russian steamers Alexander and Caribou.

Vessels sailed to Sitka carrying adventurous spirits from the Puget Sound district; and although these men returned with discouraging tales of the hardships to be encountered in penetrating the interior, Seattle began to take a lively interest in the newly acquired territory.

Late in July, 1869, the steamer Wilson G. Hunt arrived in Seattle with Secretary Seward and a party of government officials who were on their way to Sitka. The settlement had received no news of the secretary's proposed visit, as telegraphic communication had been interrupted by forest fires. As soon as it was learned that he was on board, a cheering crowd assembled at the wharf to greet him. In a brief talk he congratulated Seattle's people on the unbounded possibilities of the North and predicted that the day was not far distant when

Washington Territory would rival many of the older states in wealth and population.

The first news of the discovery of gold in Alaska reached Seattle by way of San Francisco in April, 1869. The Intelligencer of September 20th followed this with another report: "Gold Discovered in Alaska. It is reported that gold has been discovered on the Taco River by Indians. The news was brought down by the steamer Fideliter which arrived at Victoria from Sitka on September 10th. The river where the gold was found is about sixty miles north of Sitka Island."

These reports were confirmed in October by Captain Robinson of the bark Washington, who brought with him a number of samples of rich gold-bearing quartz from Cook's Inlet about nine miles north of Kodiak. Seattle immediately predicted that as soon as the White Pine gold fever had abated, there would be a great rush for the Alaska fields.

In April, 1872, the brig T. W. Lucas, Captain Tuttle, arrived from Sitka with considerable gold quartz to be tested and with news of several important gold discoveries. Later in the year there was a new gold excitement in Alaska. A valuable quartz lead was discovered in the vicinity of Silver Bay and rock assaying as high as $1,000 a ton was exhibited.

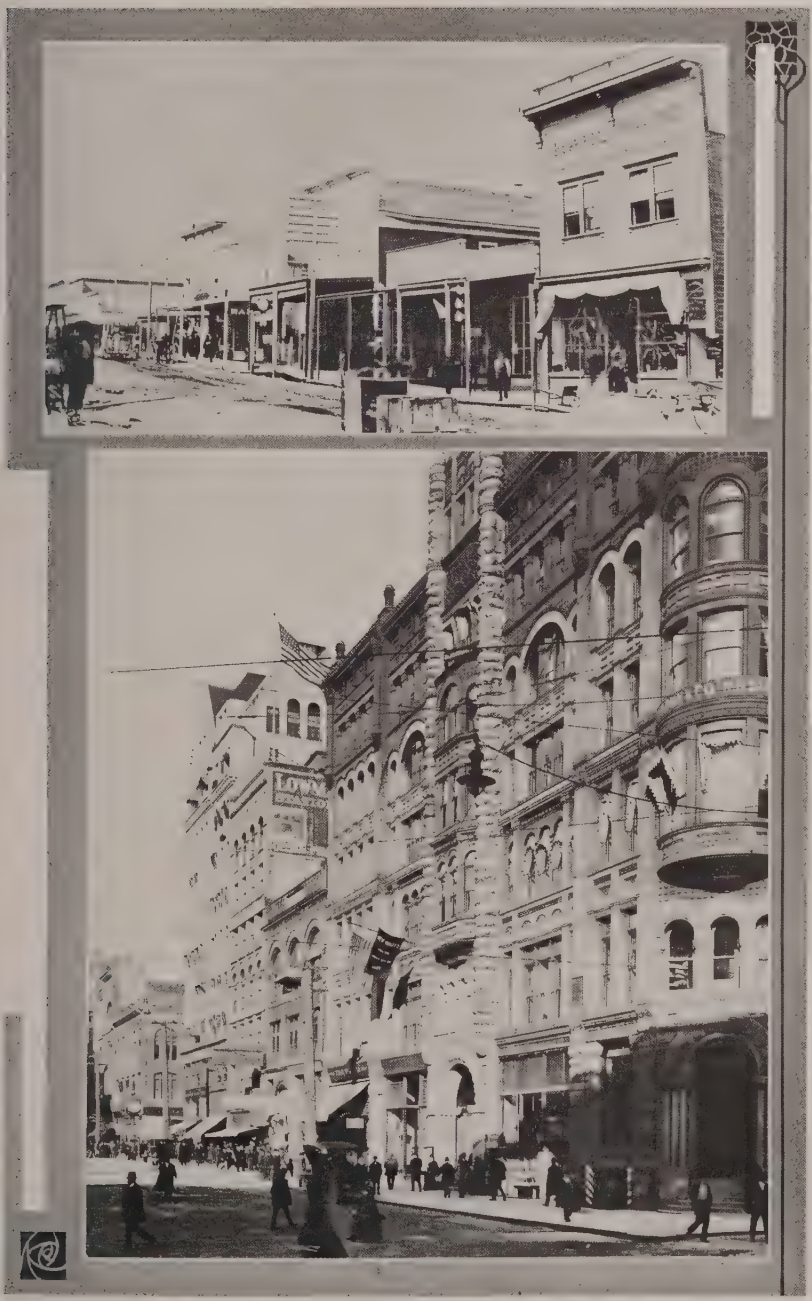
In October, 1873, the steamer California arrived from Sitka with the report of continued excitement over the Stikene gold mines. It was reported that persons were looking in that direction from British Columbia and from the States. Quartz mines near Sitka were proving rich and productive.

In the spring of 1874 the Alaska seal fisheries attracted great attention here. When it became known that a lady's suit of sealskin originally cost about $2.50 and that it sold in New York at from $200 to $1,000, the profit in the business was sufficient to set all business men thinking. The skins were first shipped to San Francisco, thence to London, where they were prepared for market. At this time the islands where the seals were caught were rented by a company, nominally American, but in reality located at Hamburg, Frankfort and London. The company paid the government $20,000 a year rental and $2 royalty on every skin, and was limited to 1,000,000 skins a year. An agent of the government lived on the islands to see that the company did not overstep the limit.

In 1876 the entire trade between Oregon and Alaska was done by the little steamer George S. Wright which made one trip a month between Portland, the Sound ports and Sitka. By 1888 there were in that trade the three steamships, Elder, Ancon and Idaho, the steam schooner Leo and some half dozen sailing vessels.

Seattle's first steamship service to Alaska extended only as far north as Sitka. As early as 1874 Capt. John Irving of Victoria, B. C., ran ships in this service. He is probably the oldest living pioneer in the Alaska steamship business.

Increased transportation facilities were necessitated in 1879 by the discovery of placer gold, and later lode gold, at what is now Juneau, and it may be said that the first regular passenger and freight steamship service followed these discoveries in Southeastern Alaska. The service was irregular and primitive at first, owing its safety to the "inside passage," the great inland sea that extends over one thousand miles from Puget Sound on the south to Cross



FIRST AVENUE NORTH OF CHERRY STREET ABOUT 1875
AND SOUTH OF SAME STREET IN 1915

Island on the north. The traffic increased rapidly with the development of the Treadwell and other mines near Juneau, and the service improved.

In 1881 the Sitka Trading Company was formed with J. C. Brady and Capt. A. T. Whitford, of Sitka, and Asa Harker, of San Francisco, as copartners. For twelve years previous to that date, Captain Whitford had traded with Alaska. At first the company did business through the Pacific Coast Steamship Company, but as this did not prove satisfactory it finally bought the schooner Leo, which was, in 1885, remodeled into a steamer. In time the business of this company became very large. H. A. Bauer was the agent for the company at Seattle, 1885-1886. He bought the Pilgrim and changed it into the Julia for Captain Whitford.

The Alaskan, a newspaper published at Sitka, said late in 1885: "When Seattle shall become, as it must, the true terminus of the Northern Pacific Railroad and the city that its natural water advantages will make it, unquestionably its proximity and accessibility to Alaska will make it the lap into which our gathered treasures will be emptied. God speed Seattle's growth and Alaska's development."

A large excursion of Seattle people went to Alaska in the summer of 1888 and returned filled with praise for the new territory. Already gold was being mined in paying quantities in several districts. Reports of new gold discoveries were made almost daily. In addition other valuable industries were fisheries, coal, lumber, furs, vegetables and grasses.

The prospectors who had been attracted to Alaska by the gold discoveries at Juneau soon answered to new lures in the form of tales about the existence of gold in the great unknown beyond the coast mountain ranges.

Late in May, 1889, the United States Senatorial Committee on "Our Relations with Canada" assembled in Seattle. They were Messrs. Hoar, Hale and Allison. While here they made a thorough examination of the trade with Canada and Alaska. The investigations showed that there were eight vessels from this port engaged in the sealing business.

On March 3, 1895, the steamer Willapa, Capt. George Roberts, the first sent by the Alaska Steamship Company, sailed from Schwabacher's wharf for Alaska with seventy-nine passengers. The deck was packed with goods, among which were several mining outfits, and the vessel was unable to take all the freight offered. More than twenty horses were taken along. The Willapa made two trips a month during the succeeding summer. During 1895 Alaska sent to the United States a total of about $2,670,000 in gold from Yukon, Cook's Inlet, Silver Bow Basin, Treadwell, Berner's Bay, Nowell and other sections. The Juneau Mining & Milling Company was active in these operations.

About this time the Alaska Pacific Express Company was organized, the first of many. The Yukon Transportation Company built launches and small vessels for the Alaska trade between Dyea and Circle City. By March, 1896, hundreds of miners and prospectors prepared to go north. J. O. Hestwood opened a bureau of information for the Alaska country in Seattle. On March 4th the steamer Topeka sailed with a large load of freight and passengers. Scores of Seattle residents made the trip this spring. Dozens of lucky strikes were reported at many points in the Yukon district. Seattle at once became the

depot for supplies of all kinds destined for Alaska. Every vessel during the summer and early fall carried full cargoes.

In January, 1897, the Seattle Chamber of Commerce memorialized Congress to grant Alaska a delegate to that body. The chamber stated that Alaska had yielded $2,000,000 in gold in 1894, $3,000,000 in 1895, and $4,000,000 in 1896, and was without law and order, but in all respects was prosperous and deserving. The special committee to prepare this memorial was Thomas W. Prosch, John Scham and J. S. Goldsmith. O. E. Graves was president of the chamber. It was at this time that the Alaska boundary treaty was signed, fixing the line on the 141st meridian. By March, 1897, a dozen or more Alaska mining companies had been organized here. Almost unbelievable stories of rich discoveries in the Klondike region arrived by every steamer. From all portions of the country to the eastward came bands of sturdy men to outfit at Seattle before going to "Greeley's Ice Box," as Alaska was sometimes still called. There was a strong demand for large young dogs to be used in drawing the sledges on the trails and they sold readily in Seattle at from $10 to $20.

The pioneers who first descended into the wilderness of the Yukon Valley and discovered beds of gold that have already added $300,000,000 to the world's riches, were the ones who discovered gold in the Klondike, the first shipment of which came to Seattle on the Portland, in 1897.

Seattle became the Pacific Coast storm center of the stampede that followed. Just when the city was gasping under the load of the business depression which began in 1893 came a great horde of gold seekers. They all had that for want of which Seattle suffered long and painfully: money. This money they were eager to exchange for outfits and steamship transportation. In one day the destiny of Seattle was changed. "Minds that had become alert in buffeting the rude jolts of unkind fate sprang automatically into service when good fortune knocked."

Seattle owned steamships, such as they were, but not one of them was fit to accommodate the immediate need of transporting the army of gold seekers and their freight. The clamorings of the crowds for transportation thus caused probably the greatest conglomeration of ships and would-be ships that ever assembled in one port. Old vessels which had seen their days of service were hurriedly patched and refitted. The newer ones made themselves ready as well as they could. But, thanks to the inside passage, few real disasters occurred and but few lives were lost in the extraordinary movement of people, animals and supplies.

The Klondike broke all precedents. It was necessary to put scores of additional vessels on the northern routes and all were packed with freight and passengers long before the hour of sailing. The Seattle water-front presented a scene of confusion such as has never been equaled by any other American port. The streets and docks were piled high with equipments and supplies while impatient owners anxiously sought for some floating carrier to take them to the land of gold. The transportation companies did all in their power to meet the rush and demand. The Pacific Coast Steamship Company put on the Topeka, Mexico, Alki, Queen and Willapa. The Alaska Commercial Company did excellent service in the North. The steamers of the Northwest Trading Company, the North American Transportation & Trading Company and others were

STEAMER MINNESOTA LYING AT HER DOCK IN SMITH'S COVE

promptly put on the upper route. The Puget Sound Steamboat Association was organized in March and at once rendered every service possible. Thousands of prospectors secured outfits in Seattle and left for the North during the spring and summer, with the result that the merchants and business houses profited immensely.

By the fall of 1897 all the other cities of the coast were envious of Seattle's good fortune in getting the principal benefit of the great stampede. San Francisco wanted it, but was too far away. Seattle was in favor, not only with the prospectors but with the Alaskans who had received many benefits from this city and were kindly disposed toward its citizens. The city was quick and ready to afford any assistance to advance the whole enterprise. In November, 1897, the steamer City of Seattle brought down from Dawson City $800,000 in drafts and securities and thirty-five pounds of gold dust with thrilling tales of awful hardships and perils along the weary trails and at the dreary mines.

In December there were at work in the Moran yards 375 men on Yukon vessels; small steamers for river service. Every other business here doubled and tripled its workmen and output. Shippers announced that ships aggregating 100,000 tons capacity and capable of carrying 15,000 passengers and thousands of tons of freight would leave Seattle in the early part of 1898 for the Klondike region. This fact was well advertised by the chamber of commerce and Seattle's largest business houses. The first steamer built here wholly for Yukon trade was launched from West Seattle on December 18, 1897. It was built by Wood Brothers for eastern capitalists and was 75 feet long, 20 feet wide, with hold 4½ feet deep. The tide of prospectors did not wait until the spring of 1898. As early as the middle of December, 1897, the first of the horde of men, thirty-five in number, arrived from New York. Similar detachments continued to arrive all winter. They outfitted here and departed when they could.

During the first seven months of 1898 Seattle built seventy-four different vessels of various sizes. Twelve of them were built simultaneously in the Moran yards for the Yukon River trade. This dozen were launched all at the same time and went North in one fleet. The tonnage varied from 5.24 to 718.39. The arrival here of the Corona on January 17th with from eight hundred thousand to one million dollars in drafts, dust and nuggets from Dawson City served to intensify the Alaskan fever and swell the determination of thousands to go to the Northland. On this vessel one fortunate man had $200,000 and others $150,000 and $120,000. The Corona left on January 5th with 250 passengers and every pound of freight she could carry. On January 7th the steamer Seattle arrived with about $200,000 in gold dust and forty-six miners. Late in January the Corona returned with $525,000 in dust and nuggets from Dyea and Skagway and forty miners. The Scandia Alaska Company was organized at this time to run vessels between Seattle and Alaska. Hundreds of men from the East were pouring into Seattle and the Rosalia sailed in January with a capacity cargo of freight and passengers. All prospectors were told what to expect, what they would need, and were given the best advice by the agents of the chamber of commerce, the leading citizens and the transportation companies.

On January 15, 1898, there were being constructed here and in the suburbs over sixty craft for the Yukon River service, about one-half of which were freight barges. The tonnage represented by the bottoms was over twenty-two

thousand two hundred, with a capacity of handling 10,500 passengers. On the tide flats, at West Seattle and at Ballard the sound of hammers never ceased. The Morans were at work on forty-four craft; the San Francisco Bridge Company, four; Stetson and Post, two, and Percy Copp, one. The others were at West Seattle and Ballard. Twenty more boats were designed for construction in Seattle.

During one week in February, 1898, five steamers, loaded to the limit, sailed for Alaska; the Queen, Humboldt, Cleveland, Navarro and Noyo. On February 1st it was estimated that 5,000 persons were here getting ready for their trip. In March six vessels left in two days, the Lakene, Tillamook, North Pacific, Townsend, Protection and Victorian. On these vessels went 1,500 passengers and scores of tons of freight. From January 1st to March 22, 1898, 14,566 persons left for Alaskan points and of these 11,763 were landed at Skagway and Dyea. In January there were twenty-one sailings from this port for the North. The vessels made forty-five trips in February. During the first twenty days in March 5,379 persons were outfitted here. By this time the city with its fleet of twenty-four steamers and fourteen sailing vessels was prepared to transport monthly to Alaska 24,950 persons and 110,740 tons of freight. The number of vessels was considerably increased as the season advanced. During the fall of 1898 the following vessels arrived from the upper country: Tug New England, with $75,000; Schooner Hattie I. Phillips, with $70,000; steamer Cottage City, with $450,000; steamer Saint Paul, with $3,000,000; steamer Saneoa, with $300,000; steamer Roanoke, with $2,500,000; steamer Dora P., with $216,000; steam schooner Lakane, with $250,000. At one time forty Klondikers arrived with $800,000. In July an immense fleet of seventy-five sea-going vessels, eighty-three river vessels and six Stikene River steamers were gathered on the coast for the service of the upper country. By October Seattle had thirty-four steamers, and the rest of the coast sixty-one steamers, in the Alaska trade. On July 10th three hundred and thirteen persons left by the steamer City of Seattle, the largest number thus far on any one vessel.

At last in 1898 some order came out of chaos. The Pacific Coast Steamship Company, under the able direction of the late Capt. John Trowbridge, placed some of its best ships on the Alaska run and set the pace for better conditions of service. The organization of several new steamship companies followed, chief among which were the Pacific Clipper Line, Seattle and Yukon Transportation Company, the Alaska Steamship Company, Dodwell & Company, and Frank Waterhouse & Company.

While the rush to the Klondike was fairly well over at the end of 1898, many were still going in search of gold. In 1899 the steamship traffic to Southeastern Alaska was enhanced by many persons who were engaged in transporting supplies to the new population in the Yukon Valley and by the White Pass and Yukon Railway which was completed from Skagway to Bennett.

When the lure of gold brought John Rosene out of Chicago to join the stampede of '97, he was one of the few adventurous spirits who had a goodly supply of cash to start with. "Playing the Klondike" with him was a business and he set about it with a businesslike manner, carefully laying the plans of his enterprise. But somehow he and his business and the Klondike did not fit. To begin with, he was taken seriously ill and rather than leave his bones to rot

PIER 1, FOOT OF YESLER WAY

in the unknown north, he came back to Seattle. But the gold fever returned with the spring and he left again for the North in 1898.

Still his business and the Yukon country did not fit. He staked his claims carefully near Dawson and sunk a small fortune in doing so. In the summer of 1899 he watched the crowds of gold seekers as they began to go down the river, out of luck and clothing.

One day early in the fall of 1899 he was standing in the station at Forty Mile when he happened on an acquaintance of the earlier days. The friend showed him photographs of fortunate prospectors rocking on the beaches of Nome. Gold had been discovered in the fall of 1898 though the discovery had remained unknown.

Rosene thought it over. The Dawson country was only eating up his fortunes. He figured he might miss a big chance if he stayed another winter; and he had that spirit of adventure which hates to miss a chance. So he packed up his freight and took the last boat of the year to Seattle, arriving October 14th. Of the hundreds of disappointed gold hunters he had seen going down the Yukon River to return to their homes some had money and bought tickets on the river steamer; many had little or no money and were floating down the river in the hope of securing passage in some way from Saint Michael to Seattle. When they came to Saint Michael they were told of the gold discovery near the shore at Nome, distant 120 miles to the westward. Those who had sufficient money to take them home did not pay much attention to the reports of the new gold field and continued on their journey. But those who were broke, or who still had left a spark of the old enthusiasm that had caused them to seek their fortunes in the Klondike, decided to have a look at Nome for the gold they had sought in vain, and were rewarded beyond all their expectations. Most of them left Nome in the fall of 1899 well supplied with gold and believing they had found the greatest gold field in the history of the world.

During 1898 and 1899 several thousand men had returned to Seattle from the Klondike empty handed, leaving a depressing influence by their unfavorable reports. But in October and November, 1899, there landed in Seattle a horde of men, most of them in rags but all of them with pokes of gold, telling of the wonders of the Nome gold field. Many of these men Rosene recognized as the ragged ones he had seen floating down the river the summer before. Again the excitement spread like wildfire. Men who had returned from the Klondike a few weeks before determined to try their luck again, while many who had feared the hazards of crossing the mountain ranges and the perils of descending the unknown Yukon River to Klondike, did not fear a 2,600-mile ocean voyage. They decided that their time had come to pick up a fortune.

Yet a greater transportation problem than ever presented itself. It was possible to go from Seattle to Klondike in a canvas canoe. To go to Nome required ocean-going ships Seattle did not own. In the beginning few of the steamship companies expected any large number of people to go to Nome; but early in 1900 the demand for reservation began to be heavy.

Rosene thought it all over. He looked at the crowds waiting for steamers to take them North, and he saw his chance. One day late in the year he was in the Butler Hotel when he happened upon J. D. Trenholme, whom he had known since the early days of '97.

"Well, good-bye," said Trenholme, grasping his hand.

"Where are you going?" asked Rosene.

"Oh, I'm tired of staying around here and I'm going back home to Dawson with the wife and children. How about coming along?"

"No," Rosene replied, "I am going to stay right here."

"What for?" asked Trenholme in surprise.

"I am going to buy a steamer." Trenhome opened his eyes. They sat down and talked it over. "I'll tell you," said Trenholme finally. "I don't know much about steamboating, but I can handle books and accounts. I have a few thousand dollars. If I stay here will you take me as a partner?"

"You'll have to wait until I get a steamer. I haven't found the one I want yet. I'm going to San Francisco to get it."

A few days later George I. Williams met Rosene on the street. "Trenholme tells me you're going to buy a steamer," said Williams. "Now, I have a girl back in Philadelphia. And I have about five thousand dollars I have made since I landed in Seattle with $100 in my pocket. If you'll take me as your partner, I think I can go back soon and marry the girl."

"Wait until I get the steamer," said Rosene. "I haven't found the one I want yet."

Rosene went to San Francisco and got the steamer he wanted, the Centennial. Then one day in that November, 1899, the Northwestern Commercial Company was organized with John Rosene, president; George T. Williams, vice president and J. D. Trenholme, secretary.

In passing, it may be said that Trenholme did not go North. Williams paid Rosene the $5,000, which eventually made itself into $75,000, and married. In December the company chartered the Steamship Centennial to sail on May 20th from Seattle to Nome. Before the first of March the company had sold more than six hundred tickets, overcrowding the ship by 200, and had contracted to take 100 horses and twice as much cargo as the ship could carry.

This was the beginning of Seattle-owned vessels in the Alaska trade. It would be difficult to enumerate all of the new concerns which entered into the Alaska steamship business in 1900. All of them were out of business in 1902 or 1903 except Rosene's company. But, as the result of the Nome excitement, there sailed from Seattle between May 15th and June 1, 1900, a great armada carrying the largest number of argonauts that in that brief space of time ever left any port of the world to seek their fortunes in a distant unknown land.

John Rosene, gold-seeker and adventurer, with his Northwestern Commercial Company and his fleet of Seattle-owned vessels, thus became one of the chief factors in the reversal in favor of Seattle. In 1899, at the inception of the Nome excitement, and during the next four years, only about 10 per cent of the ships sailing from Seattle to Alaska were owned and operated by Seattle people. Since 1905, 90 per cent have been owned and controlled by Seattle people or operated with Seattle as their headquarters.

The Nome traffic gave the Alaska steamship business in Seattle and in fact all of Seattle's shipping business a stimulus which nothing else could have accomplished. While there necessarily was a gradual diminution in the volume of business as well as in the number of ships in the Nome service, nevertheless

SOUTH PIER 1
PORT OF SEATTLE
PORT OF SEATTLE
The BOOTH FISHERIES CO.
THE FORD CO.

the Bering Sea business was the hub around which the Seattle-Alaska steamship business was built.

When the Great Northern Railway Company placed the steamships Minnesota and Dakota in the Trans-Pacific service, in 1904, it took away the need for the Northern Pacific Railway Company's Trans-Pacific fleet composed of the steamers Victoria, Olympia, and Tacoma. These three ships were purchased in the spring of 1904 by Rosene for the Northwestern Commercial Company, and the Northwestern Steamship Company was organized as a subsidiary company. The vessels were operated in the Southwestern Alaska service, which was then becoming important on account of the Alaska Central Railway.

Again in 1905 the Northwestern Commercial Company purchased the steamer Edith for general Alaska service and the steamer Oregon for the Southwestern Alaska service. The same year Frank Waterhouse purchased for the Bering Sea service the steamer Ohio, which had been in that service during 1900 and 1901. In the fall of 1905 the Northwestern Commercial Company purchased the steamer Pennsylvania in New York and sent her to Seattle for general service to Alaska.

When, in the early part of 1906, Rosene decided on the construction of the Copper River & Northwestern Railway, his steamship company purchased the steamers Orizaba, Yucatan and Saratoga in New York and brought them to Seattle for the Southwestern Alaska service. The Orizaba was renamed the Northwestern. In the spring of the same year the Northwestern Commercial Company contracted with the Moran Brothers for the construction of the steamship Seward, which is the largest freight-carrying ship built on the Pacific.

Thus within four years Rosene's company gave to Seattle a fleet of fourteen fine steamers at a cost of about three million dollars and placed all of them on the Seattle-Alaska service. Only the four smallest, the Oregon, Santa Clara, Santa Anna and Excelsior, were in the Alaska service when they were bought. The others, all large ocean-going ships, were new additions to the Seattle-Alaska fleet.

In addition, in March, 1905, Rosene purchased fourteen salmon canners, sixteen sailing ships and about fifty power boats, and organized them into the Northwestern Fisheries Company, the largest salmon packing concern in Seattle today and second largest in the world. They are operated by the Booth Fisheries, successors to Rosene's company.

It is one of the most noticeable facts in connection with Rosene's career in steamboating that although it was freely predicted at the start that the Northwestern Steamship Company could not maintain its large fleet in the Alaska trade, this fleet did not drive anyone out of business. It did a large and profitable business itself and put Seattle in Lloyd's register as a ship-owning city of the first class.

Another interesting fact in the same connection is that all steamship mail service to Alaska today (except to Southeastern Alaska) is now operated on the same routes as those laid out by Rosene when he completed his contract with the United States postmaster general, in 1904 and 1906.

On January, 1908, the old Alaska Steamship Company, which today operates the largest fleet out of Seattle in the Alaska trade, took over the property of the Northwestern Commercial Company, including the entire fleet of vessels.

The company continued the work by adding the steamers Alameda, Mariposa, Latouche and Cordova to replace the Ohio, Olympia, Oregon and Saratoga, which had been lost.

Rosene is but one instance of how Seattle's builders took advantage of the fortune which came from northern gold. Every year they have renewed their efforts to strengthen Seattle's position as the shipping center, unshaken in their confidence in the city's future. Today as on the eventful morning when the Portland arrived they continue in the belief that they are only at the beginning of a day of still greater progress.

In 1900 there was little diminution in the movement from Seattle to Alaska. Vessels left every week loaded with passengers and freight and returned with loads of dust, nuggets and drafts. The value of goods sold by Seattle to Nome in 1900 aggregated $4,950,000 and to Southeast Alaska $7,600,000. The entire trade of all kinds between Seattle and Alaska this year amounted to $20,400,000. This includes the receipts of the transportation companies.

In 1901 the Northern Navigation Company operated about eighty river steamers and barges on the Yukon; thirty-eight plied between St. Michael and Dawson City, towing the barges mainly. This year the Inman-Skagway cable was laid. The Pacific Packing & Navigation Company was organized about this date. The total volume of business of all kinds between Seattle and Alaska in 1901 amounted to $50,537,000. The salmon products of Alaska in 1902 reached the sum of $5,346,825, besides $261,994 was received for furs and skins. Seventy-four vessels were employed this year in the trade. They carried to Alaska 19,250 persons. The value of goods sold by Seattle to the North country was $18,623,500. From Alaska and the British Yukon, Seattle received $18,843,100 in gold, fish, furs, concentrates and general products.

The following vessels were engaged at this time in the Alaska trade: Nome City, Portland, Bear, Jeanie, Lilly L., Metis, Manauense, Americana, Nellie Coleman, Morning, Patterson, Martha W. Trift, Elihu Thornson, Carrier Dove, John I. Kimball, Centennial, Garonne, Senator, James H. Bruce, Discovery, Corwin, Roanoke, Ohio, Oregon, Valencia, Indiana, Meteor, Volante, Abbie M. During, Conemaugh, Seven Sisters, Lyra, Warren, Barbara Hernster, Dora Newsbay, Bertha, Excelsior, Newport, Maid of Orleans, Harvester, Francis Cutting, C. C. Cherry, J. D. Peters, Chicto, Concordia, America, St. Paul, Davenport, Guy C. Goss, Philip & Kelly, Ruth, Blanche, Bonita, Dashing, Chica, Santa Ana, Arrow, Ralph J., Cottage City, Spokane, City of Topeka, Al-ki, Dirigo, Dolphin, Farallon, City of Seattle, Humboldt, Golden State, Manzanita, Shelikoff, Perry, Arilla and General Siglin.

The principal transportation companies in 1903 in the Alaska trade were Northwestern Commercial Company, Pacific Coast Steamship Company, Alaska Commercial Company, L. H. Gray & Company, White Star Steamship Company, Alaska Steamship Company, Frank Waterhouse & Company, Northern Commercial Company, Pacific Clipper Line, Pacific Packing & Navigation Company, Humboldt Steamship Company, Empire Transportation Company, North America Transportation & Trading Company.

In February, 1903, the Alaska international boundary was located and marked. The one-way rates between Seattle and the upper country were established at this time.

GRAND TRUNK PACIFIC COMPANY'S DOCK ON RAILROAD AVENUE

The copper mines of Alaska began to show excellent returns in 1902-3. The Bonanza mines were among the first to attract attention.

In 1903 the Alaskan gold output amounted to $6,921,157. Much more came from the British mines. As a whole 1903 was the most prosperous year in the history of Alaska. Its total trade with Seattle amounted to $48,020,517. The value of goods shipped from this city to Alaska and the British Yukon amounted to $24,130,000. The value of gold, fish, furs, ores and general products received here from Alaska totaled $20,700,000. In the trade were a total of 77 vessels and 317 sailings. There went to that region from Seattle 21,448 persons. The cable to Sitka was put in use in July, 1904. By January 1, 1905, the line had cost $1,571,130, and the receipts were about $25,000.

The value of goods sent from here to Alaska in 1904 amounted to $17,007,500. The gold consigned from all the upper country to Seattle this year was $18,145,400. The total volume of business was $41,011,457. Seventy-three vessels were engaged in the traffic.

In 1904 there were engaged in the Nome trade the Pacific Coast Steamship Company, Northwestern Commercial Company, White Star Steamship Company, Tanner & Clark, Frank Waterhouse & Company, Merchants & Miner's Steamship Company, John J. Sesnon Company, North American Transportation & Trading Company, Alaska Steamship Company, Northeastern Siberian Company, Alaska Pacific Navigation Company, Northern Commercial Company and Pacific Cold Storage Company. Those engaged on the Southeastern Alaska and Copper River and Cook's Inlet runs were Alaska Steamship Company, Pacific Coast Steamship Company, Alaska Pacific Navigation Company, Alaska Commercial Company, Humboldt Steamship Company, Pacific Packing & Navigation Company and Pacific Cold Storage Company.

From July 15, 1898, to January 1, 1905, over 199 tons of gold passed through the Seattle assay office. Its coin value was $97,132,897.90.

In November, 1905, the Alaska convention met in this city, at which time fully 3,000 citizens of that region were present. Of these about two thousand came from Nome. It was a meeting of the Grand Lodge of Arctic Brotherhood.

In the spring of 1906 there was another rush for Dawson. In round numbers there went from Seattle to Nome this spring 175,000 tons of freight. From Seattle to Behring Sea there were engaged in trade fourteen steamers and six sailing vessels, with a total tonnage of 35,000. The Alaskan Railroad was projected this year. In March the people there elected a delegate to Congress. In the Alaska trade this year were thirty vessels, of which thirteen ran to Nome, as follows: Oregon, Olympia, Victoria, Orizaba, Pennsylvania, Ohio, Jeanie, Mackinaw, Melville Dollars, Meteor, Tampico, Senator and San Mateo. Six vessels went to Seward and Valdez and five to other Alaska points. All of these vessels took immense quantities of freights and hundreds of passengers to the Northland. The project of erecting a monument here to William Henry Seward took shape in 1906. In 1908 the gold receipts at Seattle were the largest in history—$23,346,938.28. It came from Alaska proper, Nome, Tanana and the Yukon. The cable messages this year were worth $337,693.78. The Alaska Central Railway was completed in the fall of 1906.

In 1907 the Morgan-Guggenheim interests secured control of much of the Coast trade by merging the companies and securing the vessels. They soon

controlled sixteen of the best vessels and gained for San Francisco much of the upper country trade. By 1909 there had been received from Alaska about three hundred and seventy-two million dollars. Before 1880 furs constituted 90 per cent of its exports. After 1900 the fish exports were seven times more valuable than the first, and the mineral exports thirteen times more valuable. Walter E. Clark was governor of Alaska in 1909; he succeeded Governor Hoggatt.

In 1910 the rush for the Alaska gold fields saw a distinct revival. More people left from Seattle for the upper country that year than at any time since 1898. The attraction was Iditarod which was called "The Second Klondike." The mineral output of the territory in 1910 was $17,400,000, of which $16,360,000 was gold. At this time the Alaska coal fields began to attract attention. Many of its coal cases were tried before Judge Hanford. From July 15, 1898, to November 12, 1900, over $200,000,000 in gold was brought from Alaska to the Seattle assay office; about half of that amount was paid out here for outfits and expenses of all kinds for the upper expeditions.

From 1867 to 1914 Alaska produced more than $200,000,000 in gold, more than $150,000,000 in fish, more than $75,000,000 in furs, more than $10,000,000 in copper and more than $25,000,000 in other products, making in all a production of over $500,000,000. During this period the territory cost the United States in all about $36,000,000, nearly half of which was returned directly to the national treasury. There is every evidence that the future will see just as great, and perhaps far greater returns in mineral, fish and other products.

The gold output of Alaska in 1912 was $17,398,946. Much of this went to San Francisco under the influence of the Morgan-Guggenheim interests. On October 5th four tons of gold and 335 passengers arrived here from Alaska. The Humboldt brought down several loads of gold during the year and became known as the "Treasure Ship." It had brought from that territory up to date $25,000,000 in gold. The Steamship Senator brought $1,200,000 in gold bullion in September.

In June, 1913, the New Chamber of Commerce excursionists sailed for Alaska on the Jefferson of the Alaska Steamship Company. Fully 500 people gathered to see them off. As the vessel cast loose all the whistles of the city saluted. The excursionists were a representative body of business men who were out to investigate the trade relations of Alaska and Seattle. The vessel was decorated with a large streamer bearing the words "Seattle Chamber of Commerce" and the railing and deckhouses were hung with blue and gold pennants of the chamber and the vari-colored flags of the business houses represented on the excursion. Another steamer had a banner with the admonition, "Develop Alaska."

In 1913 the Sushanna gold discovery was made public and threatened at first to become as important as that of the Klondike. The news arrived during the third annual Potlatch carnival. Many men left for the new gold field. The name Chisana was later applier to this field. But the discovery did not "pan out" as well as expected, though Seattle received help through its influence.

In 1913 the plan to assist Alaska to secure progressive and needed legislation was developed in this city and prompt support was given the Poindexter bill in Congress having that object in view. It provided for the construction of the Alaska Railroad and the opening up of the utilities of the country to the settlers and to commerce. It was a plan to open the stores of Alaska's great wealth to

GALBRAITH, BACON & COMPANY DOCK AT WALL STREET

trade and commerce through the agencies of the Government rather than through the enterprise of private individuals and corporations. The movement met prompt encouragement and help from nearly all the public bodies here. The Woman's Commercial Club warmly espoused the cause and supported the Poindexter bill. Alaska had languished in recent years because a padlock had been placed upon its treasures. Now Seattle demanded that the Government should remove all obstacles and undertake the development of the gigantic resources of that territory. All the balance of 1913 and the early part of 1914 the war for this result was waged resulting finally in the passage of the bill and its signing by President Wilson on March 12. Franklin K. Lane, Secretary of the Interior, Will H. Parry and Congressman Poindexter did much for this bill. The event here was celebrated in elaborate and grand style, with pomp and ceremony a few days later, under the auspices of the Alaska Bureau of the New Chamber of Commerce. All the civic and commercial organizations participated. Many prominent men were present. The Alaskans in this city and all in that territory were overjoyed at the outcome and expressed the warmest gratitude to Seattle for its splendid assistance in securing this law.

News of the Klondike strike in 1897 and the arrival of shipments of Alaska gold immediately presented the need of an institution in Seattle where miners might readily get full value for their dust and nuggets. The first miners who brought down gold from Alaska in the fall of 1896 had no way of determining the full value of their dust and had to satisfy themselves by placing it in banks, receiving only a portion of its value in money. The results of this method were, of course, not satisfactory. In many cases the miners began going to San Francisco to get full value at once.

It did not take long for the Seattle clearing house to recognize the probability of an increase in gold shipments and the immediate need of an assay office here if Seattle was to retain its advantageous position over San Francisco and other Pacific Coast ports. The minds of the business men of the city were alert to take every possible advantage of the new fortune which had come suddenly out of the blackness of discouragement and depression. They had visions of what it would mean to Seattle should the gold trade increase as they expected and should the gold dust shipments to San Francisco be stopped at this port.

Two weeks after the arrival of the Portland in July, 1897, the Seattle clearing house established an assay office here, not for the purpose of making a profit, but only to give first class accommodation to the miners and build up Seattle as a money center. This first office was opened in Prosch Hall near James Street. The clearing house then asked Congress to give Seattle a government institution, and Seattle's citizens came forward and fought until the office came.

On May 21, 1898, the bill giving Seattle an assay office, having passed both houses of Congress, was signed by the president and became a law. From July 1, 1898, to January 1, 1899, during the Klondike excitement it handled $5,550,031.53 in gold. In one day during October, 1898, the office received $750,000 in gold dust and certificates. On September 30, 1899, when the news of the new Nome strike first reached Seattle, the total receipts for the fourteen and one-half months of its existence were $15,225,000. During July, August and September, 1899, the deposits numbered 3,140, with a total of 529,068.18 ounces of gold, valued at $8,473,465.15. Seattle's position as the center of the gold trade was assured

when it was found that in these three months the assay office here took in more gold than any other assay office in the United States handled in a year.

When the immense shipments began to come in from the newly discovered Nome gold fields the receipts of the Seattle office aggregated a million dollars a month. On November 2, 1899, 115 miners from the Roanoke brought in 13,500 ounces of dust before noon. During the year 1899 the office received a total of $12,823,634.58 or an average of more than $1,000,000 a month, which represented an equal amount actually paid out in gold coin.

During the winter of 1902-03 it was discovered that one of the officers connected with the office had systematically abstracted $7,174 in dust. An investigation by Director G. E. Roberts followed. George E. Adams was charged with the theft which was finally detected in December, 1905, and he was subsequently convicted. F. A. Wing, the assayer in charge, resigned, though he was not involved. For a while the office was closed, but was reopened March 1, 1907, under Calvin E. Vilas. In 1914 he was succeeded as assayer in charge by John W. Phillips.

Some idea of the immense amount of money which the assay office has brought to Seattle may be gained from the 1914 report which gives $227,539,656.42 as the total value of deposits received from the day the institution was opened, July 15, 1898, to the close of business, December 31, 1914.

The following statement willl show the extent of the business since the opening of the office.

Number of deposits, 54,882; troy ounces, 13,289,654.92; avoirdupois tons, 455.3; coining value, $227,539,656.42.

The origin of the foregoing is as follows:

Alaska: Nome, $53,890,437.73; Tanana, $46,494,368.90; Iditarod, $5,851,-202.03; balance of Alaska, $12,376,043.83; total for Alaska, $118,612,052.49.

Canada: British Columbia, $18,398,512.92; Yukon territory, $87,803,382.81; all other sources, $2,725,708.20; total, $227,539,656.42.

This is not the total output of the districts under mention, as a portion is shipped each year to the United States mints and other United States assay offices.

CHAPTER XXXI

THE MUNICIPAL GOVERNMENT

Seattle's growth as a city has come to her in little more than a quarter century but on the map and in the statute book she has had a legal, corporate existence nearly a half century.

On January 14, 1865, the territorial legislature passed an act incorporating the town of Seattle and presented it with a charter. The government was placed in the hands of five trustees to be elected annually, who in turn were to appoint a town clerk, a marshal and one committing magistrate.

The trustees were given full authority to make needful laws, levy taxes, prevent disturbance, control disease, and make improvements. They were to act without compensation and were to be ex-officio trustees of schools of the district embraced within the corporate limits of the town.

The first town trustees were Charles C. Terry, Henry L. Yesler, Hiram Burnett, David T. Denny and Charles Plummer. Mr. Terry was elected president of the board. Charles Egan was clerk and Thomas S. Russell was the town marshal. In the first election one hundred and forty-nine votes were cast and the estimated population was about three hundred. The new town's administration immediately settled down to work and passed a number of ordinances on behalf of the common welfare. Ordinance number four marked the beginning of the present system of public works and improvements. It provided for the building and regulation of sidewalks on what is now First Avenue South from Yesler Way to Jackson. The town marshal was the only salaried official, receiving three hundred dollars per year. Only fourteen ordinances were adopted by this government. These were published in The Gazette, Seattle's first newspaper. The first legislative act of Seattle's town trustees was an ordinance levying a municipal tax, passed on February 7, 1865. The second ordinance was "Concerning Swine." This marked the beginning of police regulation, but also indicated the fact that Seattle's citizens were thrifty. The third ordinance provided for the "Prevention of Drunkenness and Disorderly Conduct." The fourth provided for the building of sidewalks as above noted. The fifth called for the removal of Indians to points outside of the town limits and provided for the punishment of those who might harbor them. The sixth was a speed law to prevent "Reckless and Fast Driving Through the Streets." Later there were other ordinances relating to theatrical exhibitions, fees for the "Committing Magistrate," prohibiting the use or carrying of deadly weapons, nuisances and the like. The first fire ordinance that Seattle had was for the regulation of stove pipes. The thirteenth provided for the regulation of dogs, and number fourteen sought to prevent the sale of "spirituous liquors," porter, beer, cider and ale to Indians.

The town limits then included the area bounded on the north by Howell

Street, on the east by Twenty-fourth Avenue, on the south by Atlantic Street and on the west by the waters of Elliott Bay.

But the people of Seattle were not long satisfied with their form of municipal government and voluntarily sought disincorporation. In accordance with their request the Legislature repealed, on January 18, 1867, the act granting them a town charter and Seattle again became a mere precinct of King County, after having been a municipality a few days more than two years.

In the latter part of 1869 the citizens of this precinct asked the legislative assembly for another municipal government, this time a more pretentious one. Several of the leading citizens of Seattle, after a consultation with many others, prepared the necessary documents for presentation to the coming Legislature for the purpose of securing a city charter. This met the approval generally of all the people of the town. It was recited in the petition that within a little over one year the population of the place had more than doubled, had, in fact, increased from six or seven hundred to not less than thirteen to fifteen hundred inhabitants. Dwellings and business houses had multiplied extensively, and even the large saw mill of Yesler seemed not able to supply the demand for building material. Indeed lumber was shipped to Seattle from other points at this date. There was needed police regulation for the preservation of peace on the streets; sidewalks were necessary; streets needed grading; a fire department was required; animals of all kinds were to be excluded from the streets; and many other points equally important were prepared in documentary form for the consideration of the Legislature.

The request was granted and under the act of the assembly, approved December 2, 1869, Seattle was incorporated as a city, though the whole of King County, including the new city, had a population not to exceed two thousand. The newly formed City of Seattle was technically bounded on the north by Galer Street, on the east by Lake Washington, on the south by Hanford Street, and to the middle of Elliott Bay on the west. It included about sixteen sections of land, partly fractional, on Elliott Bay, all of which was confined to one ward. The corporate power was vested in a common council of seven members and a mayor, all to be elected annually. Other officers were recorder, treasurer, marshal and assessor, and collector. The charter of the city was to go into effect immediately upon its approval by the governor, and until the first annual election, to be held in July, 1870, the legislative assembly appointed the following as the officials of the first administration: Mayor, H. A. Atkins; recorder, Ike M. Hall; marshal, John T. Jordan; clerk, George N. McConaha; treasurer, Charles H. Burnett; and members of the council, S. G. Calhoun, C. P. Stone, John Collins, L. V. Wykoff, Amos Brown, Frank Matthias and A. S. Pinkham.

In 1871 the north boundary was brought down to Denny Way, running east to Fifteenth Avenue North; thence south to East Marion Street; thence east to Lake Washington, leaving the lake on the east, the bay on the west and Hanford Street on the south as the other boundaries. In 1875 the city limits were again greatly reduced. Denny Way on the north, Lake Washington on the east, Atlantic Street on the south and Elliott Bay became the boundaries.

In 1883 they went back to Hanford Street on the south; Lake Washington on the east nearly to the portage, thence west practically on McGraw Street to Queen Anne Avenue; thence south to Galer Street; thence west to Smith's Cove,

ABOVE—SEATTLE FROM THE BAY. BELOW—LOOKING SOUTH OVER THE CITY

and then Elliott Bay on the west. The same law greatly extended the city limits, added another ward, established fire and other departments and widened the power of the council in many particulars. The debt of the city was limited to $50,000.00 and the office of marshal was abrogated. The city was divided into three wards and the number of councilmen was increased to nine. City attorney, assessor and chief of police were made elective. The council was empowered to appoint a police justice, also treasurer, clerk and surveyor. The city debt on June 30, 1883, was $17,709.95, an increase of nearly $6,500 over that of the previous year. The increase was due mainly to fire and street improvements.

The first election under the 1869 charter took place in 1870, and when it was over the city government was in the hands of H. A. Atkins, mayor; Amos Brown, C P. Stone, Franklin Matthias, J. T. Jordan, D. N. Hyde, O. C. Shorey, and Josiah Settle, councilmen; L. B. Andrews, recorder; George N. McConaha, clerk; Charles H. Burnett, treasurer; L. V. Wyckoff, marshal. This charter continued in force until the adoption of the Freeholder's charter in 1890, but it was amended in 1871, 1873, 1875, 1877, 1879, 1883, and 1886.

In June, 1870, the aggregate of the assessment within the city limits was $496,389.00. From the early days of the history as a city, Seattle was burdened with debt, largely because of the constant necessity of keeping pace with the rapid development of the community. The total indebtedness of the city by June 30, 1880, was $24,530.46, but under Mayor Orange Jacobs, in 1881-82, the debt was reduced more than one-half.

The original city charter granted by the Legislature gave considerable dissatisfaction. Several of the largest taxpayers refused to pay their assessments, and a body of taxpayers tried in 1882 to repudiate the city debt. To remedy this state of affairs, Orange Jacobs, delegate, introduced a bill in Congress confirming the city charter; it was passed in June and settled the doubted validity of the original organic act. In 1882 Seattle was estimated to contain a population of 5,000 and had an assessed valuation of over $4,000,000.00. The largest assessments in 1884 were as follows: W. N. Bell, $111,325; Thomas Burke, $103,565; A. A. Denny, $266,155; D. T. Denny, $206,565; Dexter Horton & Co., $115,640; Schwabacher Bros. Co., $102,530; W. C. Squire, $152,715; Terry Estate, $124,820; H. L. Yesler, $225,315; Northern Pacific Railway Company, $592,345; Puget Sound Railroad Company, $130,000. In July, 1886, the city owed $10,813.12. In July, 1887, it was free of debt and had $4,059.45 in the treasury. The city's revenues and valuation in the early '80s were as follows: In 1880-1, taxes, $18,882; valuation, $1,603,906; in 1883-4, taxes, $45,875; valuation, $5,919,385; in 1887-8, taxes, $63,345; valuation, $7,236,385.

By changes in 1886 McGraw Street became the northerly boundary from Lake Washington to Fifteenth Avenue West on the margin of Smith's Cove, and on the south fractional section 17 was taken in, which included nearly all of Beacon Hill to South Seattle. The water front on Elliott Bay was the west front and Lake Washington the east boundary. Seattle remained within these limits until the admission of the territory to statehood in 1889. The actual area of the city then including Seattle Harbor, tidelands and Lake Union shore lands, as platted, consisted of approximately twenty-seven square miles of land. The city was divided into four wards and the number of councilmen was reduced

from nine to eight. Mayor, attorney and chief of police were elected for one year. The council had power to elect a treasurer, clerk and surveyor.

Prior to 1890, while acting under a charter from the Territorial Legislature, the following gentlemen had been at the head of the city government: Henry A. Atkins, appointed 1869, elected 1870; John T. Jordan, 1871; Corliss P. Stone, 1872; John Collins, 1873; Henry L. Yesler, 1874; Bailey Gatzert, 1875; George A. Weed, 1876-7; Beriah Brown, 1878; Orange Jacobs, 1879; Levi P. Smith, 1880-1; Henry G. Struve, 1882-3; John Leary, 1884; Henry L. Yesler, 1885; William H. Shoudy, 1886; Thomas T. Minor, 1887; Robert Moran, 1888-9. In 1890 the city was growing very rapidly, had begun to pass its charter limits, and adjacent smaller communities had arisen. Conflict of interests of these settlements so close to the larger community, together with the desire of these suburban towns to enjoy the greater advantages of the city, such as a dependable water supply, lighting and street-car service, and other features that Seattle proper possessed, started a sentiment in favor of a Greater Seattle.

In May, 1890, as soon as people recovered their breath following the great fire, agitation began for a new charter. The state constitution, adopted in 1889, authorized a city of twenty thousand or more population to select fifteen freeholders to frame a new charter. Taking advantage of this constitutional provision, the city, at an election held May 31, 1890, chose fifteen gentlemen for a charter commission as follows: Roger S. Greene, Orange Jacobs, J. R. Lewis, Junius Rochester, Jacob Furth, John Collins, Henry G. Struve, J. C. Nixon, William R. Andrews, John Leary, C. M. Sheafe, George Donworth, George B. Adair, Robert Calligan and Douglas Young. They formed a body of men eminently qualified for the work, and the charter they produced continues to be the foundation of our city government. It has been amended from time to time, not always to the benefit of the taxpayers of the city. If many of the features of the original document could be restored, it would be a distinct advantage to the city.

On June 9th the commission held its first session, and it continued in almost daily session for seven weeks. Judge Jacobs was elected and served as its chairman. Its tasks were apportioned among committees, as follows, the chairman of each committee being the first member named: On organization, Struve, Rochester, Greene and Lewis; on corporate powers, Lewis, Greene, Struve, Rochester and Andrews; on executive, Andrews, Leary, Young; on legislative, Greene, Andrews, Nixon; on judiciary, Struve, Rochester, Donworth; on education, Leary, Adair, Young; on commerce, Furth, Adair, Calligan; on revenue and finance, Adair, Furth, Leary; on fire and police, Rochester, Calligan, Greene; on sanitation, Collins, Sheafe, Calligan; on public works, Lewis, Donworth and Greene; on public library, Rochester, Greene and Collins; on revision and enrollment, Greene, Sheafe and Donworth.

The completed charter was duly filed with the city clerk August 4th and at the election October 1, 1890, it was adopted by a big vote. It was very elaborate and created many new offices and departments. The mayor was elected for two years. There were eight wards and a dual legislative body created, a board of eight aldermen and a house of sixteen delegates. The other elective officers were clerk, treasurer, corporation counsel and city attorney.

The appointed officers were a board of public works and a board of health,

LOOKING NORTH ON SECOND AVENUE IN 1890

LOOKING IN THE SAME DIRECTION IN 1915

each to consist of three members; fire and police commissioners, each to consist of four members with the mayor added as chairman, and two other commissions, each of five members, park and library.

Immediately following the fire, Mayor Robert Moran and Councilmen J. F. McDonald, David E. Durie, F. J. Burns, Thomas E. Jones, Joseph Green, U. R. Niesz, Charles F. Reitze and James McCombs took up the gigantic task it had imposed upon them. Restoration of wharves, sidewalks and public buildings, replatting of downtown streets and the harbor front and the attendant condemnation of private property occupied their time almost to the entire neglect of their own business affairs. Between June 6, 1889, and October 1, 1890, they had accomplished much. Streets, wharves, sidewalks, sewers and slips in the lower part of the city had been rebuilt; the grades of business streets had been raised by expensive trestling or filling. Several streets had been widened, graded and planked, but when the new city council, acting under the Freeholders' Charter, took over the affairs of the city, much remained for them to do. The old council had done a great amount of work, but had left most of the bills for it unpaid, and the new council found gigantic financial problems confronting it. At the close of the fiscal year May 31, 1889, the net indebtedness was only $44,218.21, while a year later it had jumped to $311,581.74.

The great fire had demonstrated the inadequacy of the existing water system for fire protection, or for the daily needs of the increased population. After a long series of negotiations with the Spring Hill Water Company, its property was taken over by the city at an agreed price of $352,268.46. This acquisition was soon followed by the determination to install a gravity system of water supply, and, to accomplish the design, bonds in the sum of $955,500, for water supply and sewerage purposes, were voted by the people in 1893. These were the first long-time bonds issued by the city excepting $20,000 for a bridge on Grant Street.

In 1897 the floating debt had reached nearly to the half-million mark, and $460,000 of bonds were voted toward clearing off most of that debt. This floating indebtedness had accumulated through a variety of causes. The fire had imposed unusual burdens upon the taxpayers, and the unparalleled growth of the city had increased these burdens. The officers serving during the early years of the new charter had to transact business promptly and could not always wait to ascertain the wisest measures. Later experience proved that many of the steps taken were wrong. Much of the public improvements that are now paid by the property owners, under local assessments, were charged to the general fund. Most of the downtown sewers and water mains were a direct charge against the city, and so also was a large percentage of the grading, filling, piling, planking, etc.

While Mayor Harry White and the first city council, under the new charter, nearly all of whom had been elected on a republican ticket, held office, extravagance ran riot, debauchery and crime were almost unchecked. "Whitechapel" and "Blackchapel," slum districts south of Yesler Way, were notorious all over the Pacific Coast. Gambling of every known variety flourished openly, as did harlotry and drunkenness, under the fostering eyes of the police. Finally, matters got so bad that Mr. Hunt, of the Post-Intelligencer, then the leader of the republican party in King County, demanded that the mayor resign, which he did,

and the people saw to it, the following March, that the rest of the city administration followed Mr. White into retirement.

Early in September, 1901, the council selected six of its members to prepare several amendments to the charter. They were Amasa S. Miller, Frank Pontius, Moses Korn, Clarence B. Bagley, Reuben W. Jones and S. M. Shipley. Most of the proposed amendments were adopted at the election the following March. The wards were increased to nine by taking in a large area north of Lake Union and the waterway from Lake Washington to Salmon Bay lying between Ballard and Lake Washington and by carrying the boundary northward to the township line, so as to include Woodland Park, Green Lake, and also the Magnolia Heights and Fort Lawton region. This added territory became the Ninth Ward. Membership of the house of delegates was reduced from sixteen to nine, one for each ward. All council members were given a salary of $300 per year. The mayor's salary was fixed at $3,000 per year.

At the election in March, 1892, J. T. Ronald was chosen mayor, on a platform of retrenchment and reform, by an overwhelming majority, and all but one of the new members of the council and all the other city officers on the democratic ticket were elected by lesser majorities.

Some improvement followed in repression of gambling and other forms of vice, but extravagance in expenditure, and incompetence and dishonesty among city officials were more prevalent than in the administration that had been condemned so emphatically by the voters at the preceding election.

In 1892 the bonded debt was increased $1,130,000. Of this, $275,000 went to pay off judgments that had been given against the city by the courts; $220,000 went to pay condemnation awards. Yesler was paid $125,000 for the corner that now forms Pioneer Place and the part of the street west of it. Not many years before that he had offered it to the city for $6,000; yet, in 1889, the public generally believed he had received a fair price for the land, such had been the increase in property values. The waterworks system got $205,000 of bonds; the sewers, $190,000, and the remaining $240,000 of general-fund bonds went to pay the deficit in city operating expenses that were in excess of the annual income, on account of insufficient tax levy in 1892.

In 1893 the total bonded indebtedness had grown to $3,535,000, by the addition of $630,000 funding bonds to pay off warrants that had been issued in 1891 and 1892; for $250,000 additional sewer bonds, and $95,000 for construction of a big sewer tunnel from Lake Union to Elliott Bay.

It was a long time after this issue that the constitutional limitation would permit additions to the bonded debt.

In 1891 the city assessment aggregated a little more than $44,000,000, and by 1896 it had shrunk to $31,000,000. Of course, no part of the existing bonds were invalidated by this shrinkage, although the total exceeded the legal limit at that later date.

In September, 1893, it became known that Adolph Krug, city treasurer, was defaulter to a large amount and that he had left the city. At considerable expense he was pursued and brought back. His bondsmen at once began action against his estate, which was estimated at about $25,000. After much inquiry, the net shortage was shown to be about one hundred and twenty-five thousand, nine hundred and forty-two dollars and twenty-six cents. The bondsmen were allowed

PIONEER PLACE ABOUT 1850

FROM SAME POINT OF VIEW IN 1915

all credits that were deemed good, until finally they were asked to meet about eighty-four thousand, seven hundred and seventeen dollars and sixty-six cents, which they prepared to do with additional securities and credits. The city lost a considerable sum before this miserable act was ended. One of the worst features was the connection of innocent and honorable citizens with the scandal. Mayor Ronald was thus involved and so were David T. Denny, Luther H. Griffith, Henry Fuhrman, Fred E. Sander and L. D. Ross. Several of them were involved in the indictment filed against Krug by the grand jury, the charge against them being "for using public money in a manner not authorized by law."

At the March, 1894, term of the Superior Court, Krug was found guilty in Judge Moore's court and was sentenced to the penitentiary for seven years. His principal attorney was J. Hamilton Lewis, later United States senator from Illinois, who was then practicing law in this city. John F. Miller prosecuted the case. After his trial he served three years in the penitentiary and was then paroled and later pardoned. There was no doubt but that he was in reality a victim of his friends, personal and political. He died early in 1904. He was not the actual beneficiary of any of the looted funds of the city. Contrary to law, he had made loans to private individuals, much of which was never recovered. Losses of deposits made to banks formed considerable shortage by reason of their subsequent failure. These deposits were not illegal acts, but a more capable financier would not have made them. The city received title to a great many city lots from several men who had borrowed these city funds, and after many years this real estate had gained in value enough to pay off the original debts and part of the interest.

At the election in March, 1894, the democrats were swept out of the city offices by as decisive vote as they had been put in two years before.

Byron Phelps was chosen mayor and he appointed Will H. Parry city comptroller. During the next six years Mr. Parry continued to hold this position and was the actual head of the financial operations that kept the city out of bankruptcy.

During the years 1893 and 1894, and extending to some extent up to 1896, the city suffered one of its most serious periods of depression. Business was extremely dull, business men doubtful and hesitating. During the dullest time the city defaulted on several of its pay days, but in all cases paid the interest on its bonds promptly. Careful estimates made in April, 1894, showed the income of the city would fall short by nearly ninety thousand dollars of legitimate current expenses. The administration began at once to curtail expenses to overcome this probable deficiency. The working force in every department was pruned to the lowest limits. Salaries were reduced from time to time until many of them had been lowered 30 per cent.

By the election of "fifteen freeholders," December 10, 1895, it was decided to frame a new charter. Harold Preston, Richard Winsor, Falcon Joslyn, Frederick Bausman, F. S. DeWolfe, W. H. Middleton, J. C. Koehler, Charles E. Crane, Alexander Allen, P. D. Hamlin, E. P. Tremper, C. L. Denny, H. W. Stein, G. S. Fenwick and W. R. Andrews were chosen for the task.

This new charter was adopted at the ensuing municipal election, March 3, 1896, by nearly a two-thirds vote.

It made many radical changes in the personnel of the city government and in administrative methods.

A civil service department was created, making a total of fourteen departments.

A city council was created, consisting of thirteen members, one from each ward, elected for two years, and four from the city at large. Of these, at the first election, the two receiving the highest vote should hold four years, and the other two only two years. Thereafter the term should be four years.

The mayor's salary was reduced to $1,500 per annum.

The general supervision of the financial affairs of the city was given to a "city comptroller," who was also made ex-officio city clerk.

A board of public works was created, consisting of the city engineer, chairman, and the superintendent of streets, sewers and parks, and the superintendent of lighting and waterworks. The board was continued appointive by the mayor.

The fire and park commissioners were done away with, and a civil service commission of three members was constituted, to be appointed by the mayor. With the exception of elective officers and those appointed directly by the mayor, nearly all the employes of the city were brought under civil service rules and protection. This charter has been used ever since, but more than one hundred amendments have been made to it, nearly all at the mayoralty elections. As high as thirty amendments have been voted on at one election, many of them relating to matters of detail.

In 1896 a remarkable condition of affairs arose. A political organization usually called the "A. P. A." was active and aggressive, and when the convention met to nominate city officers, its members formed nearly a majority. Those who did not want a mayor selected under the influence of that organization set to work to find a candidate who could be nominated and elected. The choice fell upon a man who had not been active in politics, but was well known as a business man and commanded the respect of all the citizens. This was Frank D. Black.

Mr. Black was elected, but the horde of office seekers and politicians who daily thronged his office soon made the situation intolerable for him and he resigned. William D. Wood was elected by the council to succeed him, and served until the Klondike gold rush came in 1897, when he also resigned and went North. Thomas J. Humes was appointed to fill the vacancy and served out the term and was re-elected in 1898, 1900 and 1902. Early under his administration Seattle again became a "wide-open town," the same as it had been ten years earlier.

Personally, Judge Humes was above reproach, but his chief of police, for a time, had no scruples of any kind. During the judge's second term Charles S. Reed became chief of police and conditions were greatly improved.

The Klondike gold strike, in 1897, which put an end to the period of financial depression, was the beginning of a series of giant strides in the movement for a Greater Seattle. Klondike gold, while it removed the city's financial burden, placed upon the government the enormous responsibility of immediately extending its facilities to meet the new demands of increased population and the advance in commerce and industry. Streets had to be improved and policed. Enormous improvements were needed in facilities for handling the city's commerce. The duties of the various departments of government had to be broadened in scope.

Not until 1902, however, was there another bond issue. That year $100,000 was voted to buy the present site of the public library.

In November, 1904, the city voted on $500,000 for a city hall, $175,000 for a municipal building and jail and $150,000 for the site of the city hall. The voters decided that they did not wish to incur these obligations at that time, but during 1904 municipal light and power bonds for $190,000 were voted. The next month a municipal convention was called to determine what legislation the city required. There were proposed fifteen important changes in the constitution and the laws governing the city. Joseph B. Lindsey presided over the convention.

In March, 1904, Richard A. Ballinger was elected mayor and served two years.

The Tenth and Eleventh wards were established by ordinance approved April 26, 1905. South Seattle was annexed to the city October 20, 1895, and made a part of the First Ward.

In 1905 bonds in the sum of $175,000 were voted for a city jail, municipal courtroom and emergency hospital, and $250,000 for municipal light extension.

March, 1906, Judge William Hickman Moore was elected mayor by only eight majority over John Riplinger, whose term as city comptroller ended at that time. The sensational events following his removal to Honduras and subsequent indictment and trial upon charges of wrongful conversion of funds is fresh in the memories of the residents of Seattle at that time.

About this time there began a vigorous movement in favor of municipal ownership of public utilities which was destined to develop more heated controversies and more bitter political engagements than any other single question of city government. The proposition of municipal light and power plant had been considered as early as 1902, when Lake Union, Maple Valley and Cedar Falls were considered as possible sites. Another measure passed in the 1906 election was destined to have far-reaching results in the administration of Seattle government. A measure providing for the recall of elective officers carried by a large majority. Other measures adopted in 1906 carried provisions for free water for charitable institutions and extension of streets over tide lands. Proposed increase in the salaries of city officials were defeated.

In 1907 the city invested about eleven million dollars in all kinds of public improvements. This was a far larger outlay than ever before and was determined upon mature deliberation by the people. Among the improvements were the following: The opening up of wide arterial highways upon easy gradients; the paving of large residence districts; vast extensions of the sewerage system; extension of the gravity water supply system from Cedar Lake by the addition of a second supply main having a capacity of over forty-two million gallons a day, and the construction of over two hundred million gallons of storage reservoirs at a total expense of about two million five hundred thousand dollars; development of the parking system at an expenditure of about six hundred thousand dollars.

In 1907 the fourth series of municipal light plant bonds were voted in the sum of $200,000, and in 1908 two more series of $200,000 each were voted.

During the year 1907 several widely separated districts were annexed to Seattle, and added largely to its population and area. They were as follows:

Southeast Seattle, January 7, 1907, made a part of the Twelfth Ward.

Ravenna, January 15, 1907, made a part of the Tenth Ward.

South Park and Columbia were both annexed May 3, 1907, and became a part of the Twelfth Ward.

Ballard, May 29, 1907, was made the Thirteenth Ward.

West Seattle, July 24, 1907, was made the Fourteenth Ward.

Certain Lake Washington shore lands were included in the city limits by filing March 21, 1908.

Georgetown was annexed April 11, 1910, and was made a part of the Fourteenth Ward.

Laurelhurst and Yesler were annexed November 30, 1910, and added to the Tenth Ward.

In 1908 John F. Miller was elected mayor and served one term.

In 1909 another series of municipal light extension bonds was issued in the sum of $500,000; also park bonds for $500,000.

Late in September of this year Mayor Miller summarily removed A. V. Bouillon from the superintendency of utilities, assigning as reasons therefor official misconduct and making charges impugning the integrity of his fellow members of the board. Mr. A. L. Valentine was appointed to fill the vacancy.

At the general election, March 8, 1910, some notable changes were made in the city charter.

The city council was made to consist of nine members elected from the city at large. At the ensuing election in March, 1911, nine should be elected, three to serve one year, three for two years, and three for three years. Each year thereafter, annually, three members should retire and three be elected for a term of three years. A yearly salary of $3,000 was allowed.

The board of public works was increased to six members by the addition of the superintendent of lighting.

The non-partisan plan of nomination and election of officers was prescribed.

A municipal plans commission of twenty-one members was constituted. Three eminent engineers were employed to assist the commission. The object of the appointment of this commission was to secure the following results: Development of Seattle Harbor; creation of a system of roads outside of the city; improvements in public utilities in lines of transportation; location and grading of public highways; development and extension of parks, boulevards and playgrounds; location and grouping of public buildings at a civic center. The three engineers secured were Virgil C. Bogue, John C. Olmstead and Bion J. Arnold. The municipal plans commission was as follows: Henry Drum, R. H. Ober, W. L. Oustatt, W. H. Murphy, Max Wardall, C. J. Smith, J. D. Jones, N. W. Brockett, Edmund Bowden, James Anderson, R. H. Thomson, J. C. Ford, F. P. Mullen, J. W. Maxwell, E. E. Brightman, J. T. Heffernan, Kenneth Mackintosh, M. J. Carrigan, N. R. Hogg, W. R. B. Wilcox and George B. Littlefield.

In March, 1910, Hiram C. Gill was elected mayor.

One of the most dramatic chapters in the history of city administration was written during the next two years.

For this condition of affairs the voters themselves were responsible. It was well understood, during the campaign that preceded Gill's election, that if he should be successful some of the more flagrant forms of vice should be regulated

MADISON STREET LOOKING EAST PRIOR TO THE REGRADE AND IN 1915

and licensed, and on that platform he was elected, with a large majority. The voters soon decided they did not like the "open-town" idea, after all, and disowned their own acts. They did not like the sight of brothels and gaming resorts which arose over night in the "restricted district" south of Yesler Way. Charges of police graft and corruption became prevalent.

The real trouble which ended in the recall of Mayor Gill came in September, 1910. During the mayor's absence from the city for a few days, Acting Mayor Max Wardall removed Chief of Police C. W. Wappenstein and carried out other demands of the people. When Gill returned he immediately reinstated his chief, while promising to investigate the charges of graft. This aroused the intense resentment of a large portion of the voters, who had no doubt that Wappenstein and the whole police department were in league with promoters of vice and crime.

Immediately a recall movement was started against Mayor Gill. Petitions were circulated by the Public Welfare League to secure sufficient names to oust the mayor and elect a new one. These petitions charged that Gill had permitted the city to become the home of criminals, that he had abused his appointive power and had failed to enforce the law, that he was incompetent, and that his administration was a menace to the city. It was further charged that he had no definite civic policy and had sustained Chief Wappenstein in dishonorable and unlawful practices. By December 20th it was announced that the number of names to the petition of recall numbered 11,202, more than enough to carry forward. Various legal measures were resorted to by both sides during the contention. In January, 1911, a special recall nomination bill was passed by the Legislature to meet such cases and was signed by the governor on the 11th. The registration at the time of the recall election showed a total of 71,175 voters.

The campaign which followed was a bitter one, directed primarily against Chief Wappenstein rather than the mayor. Many women who believed they were engaged in a general crusade against vice and lawlessness took an active part. In the election Mayor Gill was recalled and George W. Dilling was chosen in his place. Claude Bannick was at once appointed chief of police. Later Chief Wappenstein was found guilty of taking a bribe and was sentenced to the penitentiary for from three to ten years by Judge J. T. Ronald. He was pardoned in 1913 by Governor Ernest Lister. In connection with the affair indictments were returned against several other citizens, but were subsequently dismissed.

In the March election of 1911 Seattle determined to prevent once for all the occurrence of a similar turmoil in the future by voting an amendment giving the city council the right to remove a chief of police for cause.

The general movement for municipal ownership of street railways and other public utilities, which had slept since 1906, came to the front in 1911 with an army of supporters. Nine councilmen elected in the spring were pledged to support the proposition. The Municipal Ownership League led off by favoring an $800,000 bond issue to commence operation of a municipal street railway. In support of the measure the league urged that Seattle needed more income paying utilities to yield revenues for the payment of taxes and a city debt of $10,661,380. An annual expenditure of $36,000, or 15 cents to each individual, in payment of interest on bonds, it was said, would give the city a railway system which

would yield an immense revenue in addition to that already provided by the light and water systems.

Seattle's first municipal street railway line, about four miles long, was opened May 23, 1914, when cars on Division A began operation, and on May 31st the city began to operate the Lake Burien line, the second division of the municipal railway.

The advocates of municipal ownership found faithful representation in the administration of George W. Dilling in 1911, and George F. Cotterill in 1912 and 1913. The result was that the city soon loaded itself down with a great burden of debt which has raised the cry of "retrenchment" in every recent campaign.

Simultaneously the street railway system of the Seattle Electric Company was attacked with the statement that the company annually collected a tribute of $2,500,000 in profits from the taxpayers and had placed a blanket mortgage of $26,300,000 on the homes and property of the citizens. In further support of municipal street utilities the league claimed that West Seattle several years before had built a short railway line for $20,000, had operated it two years at a fare of 2½ cents, had paid all expenses and had finally sold the system for $30,000 just before its annexation with Seattle.

The municipal ownership campaign fought out in many civic battles brought its results. Whether these results have been successful or not remains to be seen. The history of Seattle ownership of its public utilities is still in the making, but certainly thus far has been far from successful. In August, 1913, the city council voted to take over the Highland Park and Lake Burien street railways, offered by the owners as a gift, free of encumbrances. About the same time an offer was made to the Seattle, Renton & Southern car line, which was in the hands of a receiver, but the terms were never satisfactory to either party.

The banner year for the exploitation of the dreams of those who believe a city can be made prosperous by running into debt was 1910. If any scheme for saddling a larger debt upon a community already groaning under its load could have been devised it was not made public or the voters certainly would have approved it by voting bonds for it.

There were eight different issues aggregating $3,202,000, as follows: Municipal light extension, $200,000; parks, $500,000; Ballard funding, $65,000; hospital, stable and market, $50,000; water, $500,000; city hall site, $300,000; garbage, $320,000; parks, $500,000.

The year 1911 was almost as bad for the taxpayer. Bonds were voted as follows: Parks, $1,000,000; Georgetown funding, $46,000; general, $120,000; municipal light extension, $100,000; water extension, $580,000, aggregating $1,855,000.

George F. Cotterill was elected mayor in March, 1912, for two years.

Many new measures calling for large expenditures were on the ballot in the elections of March, 1912. The people voted to own and operate a municipal telephone plant; to issue $500,000 in bonds for the waterpower site at Lake Cushman and $1,000,000 in bonds for the White River power site; to issue $500,000 in bonds for parks; to pay $125,000 for the tuberculosis hospital. Other measures which were carried provided for enlarging the power of the city council over public utilities; yearly examination of public accounts; empowering the mayor

to remove the fire chief for cause; increasing the mayor's salary from $5,000 to $7,500; fixing $2.75 as the minimum daily wage for employes of city contractors. A measure providing for single tax was lost. The city budget for 1912 amounted to $6,916,441.11.

In March the total city debt was $12,916,203.63, of which $12,744,380 was bonded. The additional bonds authorized but not sold, including $800,000 for a municipal railway, amounted to $1,850,203.63. The light, water and sewer debt amounted to $9,099,980. The assessed valuation was $211,887,076. There were also outstanding $11,724,035.71 of local improvement bonds, besides warrants, etc., amounting to over $4,000,000. There was an increasing cry against incurring any further indebtedness unless needed to sustain the improvements already under way. Opposition to the so-called "radical" administration of Mayor Cotterill led to a movement to recall him in the fall of 1912. Recall petitions were circulated, but were withdrawn before the time for filing. The voters also authorized measures placing all buildings and grounds of the water system under the management and control of the superintendent of waterworks, excluding from the control of the superintendent of buildings the buildings and lands of the lighting and water systems, and authorizing the purchase of the Seattle, Renton & Southern Railway.

Although bonds may be voted in a certain year, they are not always issued immediately. The actual issues of bonds in 1912, not including refunding bonds, were as follows: Water, $500,000; municipal light, $1,000,000; park, $500,000.

The 1912 city budget and expense account showed the municipality had received approximately five million eight hundred thousand dollars cash in tax money, fees and municipal plant earnings during the year, exclusive of bond proceeds, transfers and trust funds, and that it cost approximately eight hundred and sixty thousand dollars for office and clerical expense and office supplies, to handle the office detail of administering government. The police and fire department cost in addition a total of $1,019,053 for the protection of life and property. The remainder of the city's available cash was expended in supplying public necessities like sanitation, highways, water and light, inspection and supervision. There was $1,546,310 permanently invested in the mere machinery of government, in equipment, furniture and fixtures.

Light extension bonds to the amount of $404,000 and city electric railway bonds for $300,000 were issued in 1913.

In 1913 widespread dissatisfaction regarding the enormous cost of administration of city affairs and the size of the city's debt found expression. The pressure of hard times was felt more and more, and thousands who had unthinkingly voted for bonds and more bonds began to realize how greatly it had increased their burden of taxation.

Bonds aggregating $900,000 were issued in 1914, viz.: Water, $375,000; municipal light, $400,000; tuberculosis hospital, $125,000.

At the election in March, 1914, eleven freeholders were elected to frame a new charter for submission to the voters of the city, consisting of William Hickman Moore, chairman, O. B. Thorgrimson, secretary, and W. A. Major, William M. Calhoun, C. J. Erickson, A. V. Bouillon, T. S. Lippy, Elmer E. Todd, Josiah Collins, James B. Eagleson and William Pitt Trimble. In due time their pro-

posed charter was submitted to the people and by them rejected. A few of its features were as follows:

Thirty councilmen from thirty districts should be elected. An administrative department was created with a city manager at its head, to be elected by the city council for the term of four years, who was to receive a salary of $12,000 a year. The greater part of the present work of the members of the board of public works was transferred to his department, also fire protection, and health and sanitation.

The preferential mode of nomination and election was adopted.

The mayor was to have a salary of $5,000 and to be presiding officer of the city council.

The total tax levy, except for payment of interest or principal on bonds, should not exceed twelve mills on the dollar.

The charter makers sought to separate the political side of the city government from the business side. It recognized the fact that in the best governed cities the best policy-making bodies give their services, their only reward is the honor of the position, but the business side required trained experts with salaries adequate to attract men of exceptional business attainments.

The proposed charter presented such radical departure from methods to which the people had grown accustomed that the voters distrusted it and refused to adopt it. Had its framers recognized the fact that most of the abuses they sought to correct had been incorporated in the existing charter by slow degrees and had they submitted propositions dealing with the most flagrant matters of extravagance and wrong methods the people would have approved their work.

Early in 1914 Hiram C. Gill, who had been recalled by the people, announced his candidacy for re-election as mayor. To say that a ripple of surprise went over the city is to put it mildly. It developed into keen interest and ended in general favor toward him. He was opposed bitterly by the forces which had been instrumental in his recall and in the conviction of his chief of police. They supported the candidacy of J. D. Trenholme. Gill renounced his former policy of city administration, declaring himself flatly in favor of a "closed town." "When you elected me before," he told the voters, "you upheld my announced platform of an 'open town,' a restricted district and the segregation of vice. Then, after you elected me, you changed your minds and decided you did not want the very things for which you made me mayor. So you recalled me. Haven't I an equal right to change my mind? All I want is a chance to make good on the mistakes of a former year."

The people took him at his word; they conceded his right to "another chance" and so elected him by a big majority.

When the annexation of the numerous adjacent but scattering territories began in 1905, the land area of the city, including Seattle Harbor, tidelands and Lake Washington shore lands as platted in acres, was 17,461. This was increased to 37,481 by the several additions as follows:

South Seattle, 570; Southeast Seattle, 3,365; Ravenna, 480; South Park, 529; Columbia, 605; Ballard, 2,300; West Seattle, 6,710; Rainier Beach and Dunlap, 2,560; Lake Washington shore lands, 412; Georgetown, 1,170; Laurelhurst and Yesler, 1,319. To this must be added a fresh and salt water area of 22,985 acres, making a total of 60,466 acres, or 94.47 square miles.

LOOKING UP MADISON STREET DURING THE REGRADING AND IN 1915

During the year 1915 the issue of bonds aggregated $1,154,500 as follows: Bridges, $929,500; city railway, $125,000.

At the close of the year 1915 the total bonded indebtedness of the city amounted to $17,131,900. Of this amount, the water department owed $3,923,000 and the lighting department $2,829,068. Both of these departments pay the interest on their bonds and will gradually redeem the principal. This left the city's net bonded indebtedness $10,379,832. The total assessed valuation of the city was $221,239,103.

The city has been quite fortunate in the selection of its attorneys from time to time. Many of them attained eminence in later years at the bar and on the bench. Their names follow in order:

D. P. Jenkins, 1876; John J. McGilvra, 1877; William H. White, 1878; Ike M. Hall, 1879-80-81; Cornelius H. Hanford, 1882; Richard Osborn, 1883; C. H. Hanford, 1884-5; Fred H. Peterson, 1886; L. C. Gilman, 1887; Samuel H. Piles, 1888-9, also R. B. Albertson; Thomas R. Shepard, 1890.

After the adoption of the freeholders' charter the title was changed to corporation counsel. The list continues:

Orange Jacobs, 1890-1-2; George Donworth, 1892-3; W. T. Scott, 1894-5; John K. Brown, 1896-7; William E. Humphrey, 1898-1902; Mitchell Gilliam, 1902-6; Scott Calhoun, 1906-12; James E. Bradford, 1912-16.

City clerks: George N. McConaha, 1869-72; E. H. Brown, 1873; William R. Andrews, 1874; Henry E. Hathaway, 1875; W. A. Inman, 1876; D. S. Wheeler, 1877-8, followed by Eben S. Osborne, who served until 1884; W. R. Forrest, 1885-8; Chauncey W. Ferris, 1889-90; Henry W. Miller, 1890-2; George W. Stoneman, 1892-4; R. F. Stewart, 1894-6.

The charter of 1900 provided for a city comptroller. The list follows: Chauncey W. Ferris, 1890-2; J. M. Carson, 1892-4; Will H. Parry, 1894-1900; in 1896 the city comptroller also became ex-officio city clerk; Frank H. Paul, 1900-2; John Riplinger, 1902-6; Harry W. Carroll, 1906-10; William J. Bothwell, 1910-12; Harry W. Carroll, 1912-16.

City treasurers: Charles H. Burnett, 1869-72; D. T. Wheeler, 1873; H. W. Rowland, 1874; D. T. Wheeler, 1875; H. W. Rowland, 1876-7; John Blanchard, 1878-9; L. S. McLure, 1880-1; J. D. Lowman, 1882; William H. Taylor, 1883; Andrew Chilberg, 1885; Lewis A. Treen, 1886; E. A. Turner, 1887; Isaac Barker, 1888; Willis L. Ames, 1889-92; Adolph Krug, 1892-4; J. M. E. Atkinson, 1894-6; George F. Meacham, 1896-8; Aaron H. Foote, 1898-1900; Samuel F. Rathbun, 1900-2; Matt H. Gormley, 1902-4; Samuel F. Rathbun, 1904-6; George F. Russell, 1906-8; William T. Prosser, 1908-10; Ed L. Terry, 1910-16.

The following is a list of the city councilmen from the organization of the city government down to 1900:

S. G. Calhoun, John Collins, Frank Matthias, L. V. Wyckoff, Amos Brown, C. P. Stone, A. S. Pinkham—1869.

Amos Brown, C. P. Stone, Frank Matthias, J. T. Jordan, D. N. Hyde, O. C. Shorey, Josiah Settle—1870.

C. P. Stone, Frank Matthias, Amos Brown, C. W. Moore, L. B. Andrews, S. F. Coombs, S. P. Andrews—1871.

Frank Matthias, M. R. Maddocks, S. F. Coombs, J. M. Lyon, Bailey Gatzert, J. T. Jordan, L. B. Andrews—1872.

John Leary, Isaiah Waddell, Robert Abrams, James McKinlay, J. S. Anderson, William Meydenbauer, Stuart Crichton—1873.

Charles McDonald, M. R. Maddocks, B. F. Briggs, J. C. Kellogg, T. D. Hinckley, E. G. Farnham, John Collins—1874.

Benjamin Murphy, Isaiah Waddell, G. W. Hall, J. R. Robbins, Josiah Settle, I. M. Hall, John Leary—1875.

Thomas Clancy, John Leary, W. W. Barker, George W. Hall, Samuel Kenney, W. N. Bell, C. W. Moore—1876.

A. A. Denny, Frank Matthias, Bailey Gatzert, George W. Hall, Samuel Kenney, Benjamin Murphy, A. W. Piper—1877.

A. A. Denny, Benjamin Murphy, A. S. Miller, Thomas Clancy, S. Baxter, Andrew Chilberg, Robert Abrams—1878.

H. B. Bagley, Thomas Clancy, W. C. Hawthorne, A. H. King, A. S. Miller, John Nation, G. W. Stetson—1879.

John Collins, M. Densmore, William A. Jennings, John Nation, Charles McDonald, U. M. Rasin, G. W. Stetson—1880.

Thomas Clancy, John Collins, William A. Jennings, John Keenan, M. Densmore, Moses Keeser, Charles McDonald—1881.

John Collins, Charles F. Clancy, Fred Gasch, G. L. Manning, O. F. Cosper, Charles McDonald, U. M. Rasin—1882.

Thomas Clancy, B. F. Day, Charles McDonald, George W. Harris, U. M. Rasin, Otto Ranke, F. W. Wusthoff, John Keenan, B. L. Northup—1883.

W. A. Harrington, H. L. Yesler, Alfred Snyder, E. F. Sox, George F. Frye, Franklin Matthias, W. V. Rinehart, C. F. Clancy, S. D. Crockett, B. F. Day, W. G. Latimer, B. L. Northup, Walter Graham—1884.

W. A. Harrington, John Keenen, G. W. Young, Robert H. Calligan, Charles McDonald, J. J. Post, George W. Hall, J. Furth, T. W. Lake—1885.

J. M. Frink, C. F. Reitze, R. Russell, C. W. Coulter, J. Furth, Joseph Green, T. D. Hinckley, T. W. Lake—1886.

J. M. Frink, C. F. Reitze, R. Russell, U. R. Niesz, J. Furth, Joseph Green, R. Moran, T. W. Lake—1887.

J. F. McDonald, D. E. Durie, F. J. Burns, T. E. Jones, Joseph Green, U. R. Niesz, C. F. Reitze, James McCombs—1888.

Harry White, U. R. Niesz, J. N. Wallingford, George W. Hall, Frank Twichell, T. E. Jones, H. F. Phillips, D. E. Durie, Terence O'Brien—1889.

R. H. Calligan, D. A. McKenzie, Frank Twichell, Leander Miller, Alonzo Hull, G. W. Hall, H. F. Phillips, J. N. Wallingford—1890.

In compliance with the Freeholders' Charter of 1890 an election was held in October of that year. The list of councilmen continues:

George W. Hall, president; Moses Korn, F. N. Wilcox, W. A. Snyder, Amasa S. Miller, W. H. Bogardus, F. W. Wald, Frank A. Pontius, F. W. D. Holbrook, Dr. J. P. Sweeney (vice Wald, resigned); E. S. Ingraham (vice Holbrook, resigned); D. T. Denny (appointed to succeed Hall)—1890-2.

First Ward, M. W. Willis, Charles Hart; Second Ward, Frank M. Muldoon, R. Morford; Third Ward, R. W. Jones (president), S. M. Shipley; Fourth Ward, George B. Kittinger, A. L. Barton; Fifth Ward, Frank Hanford, G. V. P. Lansing; Sixth Ward, W. H. T. Barnes, A. Krug; Seventh Ward, Charles Cowden, W. H. Davis; Eighth Ward, G. W. Furry, C. B. Bagley—1890-2.

LOOKING TOWARD THE OLYMPICS FROM NEAR SIXTH AVENUE AND SENECA

LOOKING NORTHWEST FROM JACKSON REGRADE DISTRICT

J. P. Sweeney (elected president till April 28, 1893), J. F. Brewer, Theodore M. Daulton, J. Eugene Jordan, Leander Miller (elected president April 28, 1893), elected for four years; Thomas J. Carle, C. A. Cram, H. C. Ingram, G. B. Stocks (vice J. M. Wolfe, resigned), elected for two years—1892-4.

First Ward, Thomas F. Drew; Second Ward, M. J. Cook; Third Ward, S. S. Carlisle (vice T. Ryan, resigned); Fourth Ward, H. E. Shields (vice R. H. Calligan, resigned); Fifth Ward, J. M. Lyon; Sixth Ward, J. S. Kloeber (elected president); Seventh Ward, John S. Brace; Eighth Ward, J. E. Crichton; Ninth Ward, A. J. Goddard (vice George K. Coryell, resigned)—1892-4.

M. W. Lovejoy, H. R. Clise, H. F. Compton, Alexander Anderson, J. P. Sweeney, J. F. Brewer, Theodore M. Daulton, J. Eugene Jordan, Leander Miller —1894-6.

James Gleeson, A. Kistler, Frank W. Goodhue, J. A. James, F. H. Hurd, Wm. Voigt, F. N. Little, J. E. Crichton and William Chapman—1894-6.

Beginning in March, 1896, the City Council consisted of only one body, viz.:

Wm. McArdle, J. A. James, H. P. Rude, F. H. Hurd; councilmen at large: Thos. Navin, First Ward; D. G. Rudy, Second Ward; Ezra A. Hermann, Third Ward; R. J. Dodds (succeeded by H. W. Castleman), Fourth Ward; Geo. F. Raymond, Fifth Ward; G. N. Gilson, Sixth Ward; John Taylor, Seventh Ward; J. E. Crichton, Eighth Ward; Wm. Chapman, Ninth Ward—1896-8.

Wm. McArdle, J. A. James, H. P. Rude, F. M. Muldoon, councilmen at large; Thomas Navin, First Ward; H. M. Hill, Second Ward; H. C. Gill, Third Ward; R. J. Dodds, H. W. Castleman, Fourth Ward; L. Diller, Fifth Ward; W. V. Rinehart, president, Sixth Ward; John Taylor, Seventh Ward; J. E. Crichton, Eighth Ward, and Wm. Crawford, Ninth Ward—1898-1900.

Will H. Parry, John Taylor, Thos. Navin, Alpheus Byers, Scott Benjamin, Jed G. Blake, William H. Murphy, W. H. Vincent, W. H. Vincent, J. A. James, W. V. Rinehart, J. E. Crichton—1900-2.

H. P. Rude, F. P. Mullen, Patrick Fitzpatrick, Hiram C. Gill, Ellis Morrison, J. C. Redward, William H. Murphy, Abraham Kistler, J. A. James, W. M. Rinehart, J. E. Crichton—1902-4.

David W. Bowen, Charles H. Burnett, Jr., James Conway, James S. Johnston, Hiram C. Gill, Irving T. Cole, Scott W. Benjamin, Arnold Zbinden, T. M. Daulton, J. E. Crichton, William H. Murphy—1904-6.

Frank P. Mullen, F. H. Hurd, James Conway, Albert G. Keene, Hiram C. Gill, Frederick Sawyer, Ellis Morrison, Arnold Zbinden, T. P. Revelle, J. E. Crichton, William H. Murphy, R. T. Reynolds, James Kelso—1906-8.

William H. Murphy, A. J. Goddard, James Conway, Hiram C. Gill, H. F. Jackson, Thomas P. Revelle, Alexander McKinnon, W. H. Weaver, J. T. Armstrong, Eugene W. Way, Frederick Sawyer, Arnold Zbinden, J. M. Sparkman, Alfred E. Parker, William H. Hines, Max Wardall—1908-10.

Frank P. Mullen, J. W. Bullock, James Conway, Joseph Schlumpf, J. Y. C. Kellogg, T. P. Revelle, J. N. Denny, W. H. Weaver, H. C. Bohlke, Eugene W. Way, Frederick Sawyer, Arnold Zbinden, E. L. Blaine, John M. Wolfe, Volney P. Hart, Max Wardall—1910-11.

Oliver T. Erickson, Robert B. Hesketh, Max Wardall, Austin E. Griffiths, E. L. Blaine, F. S. Steiner, J. G. Pierce, A. F. Haas, J. Y. C. Kellogg, Albert J. Goddard—1911-12.

A. F. Haas, John G. Pierce, Albert J. Goddard, Oliver T. Erickson, Robert B. Hesketh, Max Wardall, Austin E. Griffiths, E. L. Blaine, Charles Marble —1912-13.

Thos. A. Parish, Austin E. Griffiths, Charles Marble, A. F. Haas, John G. Pierce, A. J. Goddard, Oliver T. Erickson, Robert B. Hesketh, Max Wardall —1913-14.

Robert B. Hesketh, Oliver T. Erickson, C. Allen Dale, C. B. Fitzgerald, Ira D. Lundy, Charles Marble, A. F. Haas, A. J. Goddard, J. G. Pierce (resigned) succeeded by Geo. R. Cooley—1914-15.

Will H. Hanna, A. F. Haas, Thos. H. Bolton, Oliver T. Erickson, Robert B. Hesketh, C. Allen Dale, C. B. Fitzgerald, Ira D. Lundy, Charles Marble —1915-16.

At the election in March, 1916, Reginald H. Thomson and William Hickman Moore were chosen to succeed Ira D. Lundy and Charles Marble and C. B. Fitzgerald was re-elected.

In 1916 the Board of Public Works consists of six superintendents of departments, appointive by the mayor, as follows: superintendent of water department, Luther B. Youngs, chairman; city engineer, A. H. Dimock; superintendent of public utilities, A. L. Valentine; superintendent of buildings, T. Josenhans; superintendent of streets and sewers, Charles R. Case; superintendent of lighting, J. D. Ross; secretary, Clarence B. Bagley.

CHAPTER XXXII

EARLY AND MORE IMPORTANT CITY PLATS

The following list of the early and more important plats now included within the limits of the city gives the name of the plat, the date of filing, and the approximate boundaries, north, south, east and west, in their order:

Volume 1 of Plats contains a re-record of the old plats, which originally appeared in the deed records. The first plat is entered on page twenty-three, the preceding pages being evidently reserved for plats then in the hands of the recorder.

Maynard's, May 23, 1853, Yesler, Dearborn, Eighth South, Elliott Bay.

A. A. Denny, February, 1854, Seneca, Yesler, Terry, Second.

This plat contains the original donation of the "University Site."

Boren & Denny, May 23, 1853, Spring, Yesler, Third, First.

Bell & Denny's 1st, August 16, 1858, Broad, Battery, First and Elliott Bay.

A. A. Denny's 2d, November 16, 1861, Union, Seneca, University Site, First.

A. A. Denny's 3d, April 5, 1869, Pine, Union, Sixth, First.

South Seattle (by J. J. Moss), April 16, 1869, Hanford, Adams, Ninth South, Elliott Bay.

Edward Hanford's, June 9, 1869, Lander, Hanford, Fourteenth South, Fifth South.

Pike's Union City, June 24, 1869, Edgar, Miller, Lake Washington, Lake Union. Contains reservation of a 200-foot strip for a ship canal connecting Lakes Washington and Union.

D. T. Denny's North Seattle, July 12, 1869, Mercer, Denny Way, Warren, Elliott Bay.

Eastern, July 15, 1869, East Cherry, East Fir, Twelfth, Broadway.

Judkins, August 4, 1869, Norman, Seattle, Ninth South, Elliott Bay. The proprietor of this plat was Norman B. Judkins. The east and west streets therein starting on the north are named respectively, Norman, B, Judkins, Addition, Town, Seattle.

Robinson's, August 3, 1869, Adams, Snoqualmie, Seventh South, Sixth South.

Terry's 1st, October 13, 1869, Spring, Yesler, Ninth, Sixth. This is the first plat made by Mary J. Terry, Franklin Matthias and Erasmus M. Smithers, as executors of the last will of Charles Terry, deceased, the said Terry in his lifetime having acquired approximately all of the east half of the Boren Donation Claim.

Law's, January 6, 1870, E. Roy, E. Thomas, Nineteenth North, Fifteenth North.

South Seattle, by Moss, March 4, 1870, Hanford, Dakota, Twelfth South, Ninth South.

Law's 2d, April 19, 1870, W. Howe, W. Galer, First North, Seventh West. This plat is cut into lots 30 by 120 feet, and is known as the "First Wild Cat Addition." It contains eighty acres and forms an important part of Queen Anne Hill.

Yesler & McGilvra's, April 30, 1870, E. Howell, E. James, Lake Washington, Thirty-seventh.

Central Seattle (by McKenney), May 16, 1870, Holgate, Walker, Thirtieth South, Elliott Bay.

W. N. Bell's, July 9, 1870, Broad, Bell, Second, First.

Eden (by Thos. Mercer), August 15, 1870, Aloha, Mercer, Lake Union, Sixth North. This was one of the earliest plats filed outside of the city as then existing.

Edes & Knight's, Aug. 25, 1870, E. Union, E. Cherry, Twentieth, Tenth.

Pike's Union City 1st, December 6, 1870, Shelby, Edgar, Lake Washington, Lake Union.

Pike's Union City 2d, January 11, 1871, Miller, E. Lynn, Twenty-seventh North, Fifteenth North.

Eden No. 2, September 12, 1871, Highland Drive, Aloha, Lake Union, Sixth North.

Cove, January 31, 1871, W. McGraw, W. Howe, First North, Third West.

McNaught's, November 14, 1871, Jackson, Weller, Tenth South, Eighth South.

Bell & Denny's 2d, November 30, 1871, Denny Way, Bell, Fourth, Second.

D. T. Denny's 1st, May 20, 1872, Lake Union, Harrison, Fairview, Ninth North.

McGilvra's 2d, July 6, 1872, E. Galer, E. Mercer, Lake Washington, Thirty-seventh North.

McGilvra's, August 28, 1872, E. Mercer, E. Thomas, Lake Washington, Thirty-second North.

McNaught's 2d, September 16, 1872, E. Marion, Columbia, Boren, Ninth.

McNaught's Extension, November 14, 1872, Norman, Seattle, Tenth South, Elliott Bay.

Terry's Extension, September 24, 1872, Spring, Marion, Ninth, Sixth.

Terry's 2d, December 3, 1872, Madison, Yesler, Broadway, Sixth.

A. A. Denny's, December 12, 1872, Pine, Seneca, Eighth, Sixth.

McNaught's 3d, January 13, 1873, Seattle, Grand, Eleventh South, Seventh South.

Malson's Salmon Bay, April 26, 1873, W. Forty-ninth, W. Forty-fifth, Greenwood, Baker Avenue.

Burns & McClernan's, July 3, 1873, W. Armour, W. Ray, Ninth West, Eleventh West.

A. A. Denny, August 2, 1873, Bell, Pine, Fourth, Elliott Bay.

Northern (by Jas. McNaught), January 25, 1875, W. Galer, W. Prospect, Seventh West, Elliott Bay.

Bell Heirs, April 8, 1872, Lenora, Pine, Eighth, Fourth.

1910 PLAY FESTIVAL

Town of Alki (by C. C. Terry), May 28, 1853, indefinite location at Alki Point.

Kidds, June 14, 1875, Charles, Atlantic, Twelfth South, Ninth South.

Summit, July 20, 1875, E. John, E. Howell, Seventeenth North, Fifteenth North.

D. T. Denny's 2d, July 30, 1875, Prospect, Roy, Eastlake, Fairview.

Seattle Homestead (by McAleer), July 31, 1875, Norman, Grand, Thirteenth South, Twelfth South.

Central Seattle (by McNaughts), September 2, 1875, Walker, Stacy, Yakima Avenue, Elliott Bay.

Fairview Homestead (by Pontius), October 6, 1879, Roy, John, Pontius Avenue, Fairview.

Bell Heirs 2d, December 14, 1875, Bell, Pike, Melrose Place, Eighth.

Jos. C. Kinnear's, February 9, 1875, Grand, Holgate, Twenty-sixth South, Elliott Bay.

Seattle Homestead Association 1st, June 12, 1876, Norman, Atlantic, Twenty-fourth South, Twenty-second South. Seattle Homestead Association was a corporation composed of many of Seattle's prominent citizens, and was the proprietor of two certain unrecorded plats known as the Seattle Homestead Tracts comprising hundreds of acres overlooking Lake Washington between East Cherry and Hanford Streets.

Plummer's, August 24, 1876, Charles, Norman, Ninth South, Maynard.

Bell's 3d, October 23, 1873, Bell, Lenora, Fourth, First.

Bay View (by Francis G. Bryant), February 17, 1877, Emerson, Bertona, Twenty-eighth West, Thirty-second West.

T. Hanford's, July 16, 1878, Lander, Hanford, Seventeenth South, Fourteenth South.

T. Hanford's to South Seattle, October 20, 1879, Bay View, Hanford, Harris Place, Twenty-first South.

D. T. Denny's 3d, April 29, 1880, Harrison, Denny Way, Fourth North, Warren.

Dearborn's, August 20, 1880, Lane, Norman, Fifth South, R. R. First attempt to plat the tide lands of Elliott Bay, the proprietors, Leonard F. Dearborn and Henry H. Dearborn having no title thereto. These additions were subsequently wiped out by the state plats.

Dearborn's 2d, August 23, 1880, Lane, Norman, Fifth South, R. R.

Pontius, August 23, 1880, E. Mercer, E. Thomas, Bellevue North, Howard North.

Nagle's, October 23, 1880, E. John, E. Union, Fifteenth North, Harvard.

McAleer's 2d, October 26, 1880, Charles, Norman, Thirteenth, Eleventh.

Odd Fellows' Cemetery, March 8, 1881, now part of Mt. Pleasant on Queen Anne Hill.

Bell's 4th, December 30, 1881, Denny Way, Broad, Third, Elliott Bay.

Mercer's, February 4, 1882, Highland Drive, Mercer, Third North, First North.

Phinney's, February 14, 1882, E. Galer, E. Prospect, Eleventh North, Boylston.

Bigelow's, February 11, 1882, McGraw, Galer, Fifth North, First North.

Pontius' 2d, March 1, 1882, E. Roy, E. Denny Way, Belmont North, Bellevue North.

D. T. Denny's 5th, December 2, 1882, Harrison, Denny Way, Fairview, Ninth North.

Brawley's, June 6, 1882, Yesler Way, Jackson, Tenth South, Eighth South.

Sander's Supl., June 24, 1882, Massachusetts, Grand, Twenty-second South, Fourteenth South.

Farmdale Homestead, June 20, 1882, original of the town of Ballard.

Collins, August 18, 1882, McGraw, Galer, Seventh North, Bigelow.

H. L. Yesler's 1st, October 7, 1882, E. Fir, Washington, Twenty-third, Ninth.

H. L. Yesler's 2d, June 23, 1882, E. Howell, E. Pike, Thirty-second, Twenty-fourth.

Union, January 10, 1883, Howell, Union, Howard, Crawford Place.

Bagley's, H. B., March 6, 1883, Kilbourne, N. Thirtieth, Lake Union, Meridian.

Lake Union, March 9, 1883, N. Forty-fifth, N. Thirtieth, Meridian, Carr Place.

McCallister, March 15, 1883, Dawson, Findlay, Stark, McCallister Drive.

Washington, March 17, 1883, N. Forty-second, N. Thirty-ninth, Eastern, Meridian.

Arlington Heights, March 17, 1883, W. Wheeler, W. McGraw, Twenty-fourth West, Twenty-eighth West.

Comstock, March 29, 1883, Galer, Prospect, First North, Third West.

Burke's 2d, March 31, 1883, Main, Massachusetts, Lake Washington, Twenty-fourth Avenue South.

Yesler's 2d Supl., March 17, 1883, E. Thomas, E. Howell, Thirty-second North, Twenty-eighth North.

A. Pontius, April 11, 1883, E. Roy, E. Thomas, Tenth North, Boylston North.

Mercer's 2d, May 11, 1883, Highland, Mercer, Sixth North, Second North.

McKenney's, June 18, 1883, Ray, Lynn, Fourth North, Second North. The title of T. I. McKenney, the proprietor of this plat, was derived through a deed from Fanny Moore, widow of Marshall F. Moore, who held only a life estate as dower. That said McKenney held full title to said lots was not questioned until about the year 1904, at which time Mrs. Moore was of about the age of ninety years. Mrs. Moore died shortly thereafter and the remainder then became vested in the children of Marshall F. Moore. Said McKenney had previously sold out the entire addition and all persons holding under him were forced to either buy the title of the said children, or abandon said property entirely.

Jackson Street, August 16, 1883, Washington, Dearborn, Twenty-fourth South, Twenty-first South.

Sarah B. Yesler's 1st, October 13, 1883, E. Prospect, E. Roy, Tenth North, Boylston North.

Comstock Supl., December 28, 1883, W. Galer, W. Prospect, Third West, Seventh West.

ROOSEVELT

RAVENNA PARK

Maynard's Lake Washington, January 26, 1884, Charlestown, Hudson, Lake Washington, Forty-second South.

Town of Yesler, March 5, 1884, E. Forty-fifth, E. Forty-first, Thirty-eighth Northeast, Thirty-fifth Northeast.

Smith's Cove, April 1, 1884, W. Armour, W. Ray, Sixteenth West, Twentieth West.

Crown, April 2, 1884, W. Howe, W. Galer, Seventh West, Tenth West.

G. Kinnear's, April 16, 1884, W. Prospect, W. Mercer, First North, Elliott Bay.

Syndicate, May 3, 1884, Jackson, Dearborn, Thirteenth South, Tenth South.

D. T. Denny's Park, November 3, 1884, Harrison, Denny Way, Ninth North, Fourth North.

West Seattle Five-Acre Tracts, September 26, 1885, Puget Sound, W. Hanford, Elliott Bay, Puget Sound. The beginning of the West Seattle boom. These five-acre tracts were afterwards generally replatted into lots and blocks. James F. Eshelman and William H. Lwellyn were the prime movers in the marketing of this property and carried on an extensive advertising campaign.

East Park, May 4, 1886, E. Highland, E. Roy, Boylston North, Eastlake.

Ladd's, Add., August 25, 1886, W. Bertona, W. Howe, Thirty-sixth West, Elliott Bay.

Woodland to Salmon Bay City, February 24, 1887, N. Fiftieth, N. Forty-fifth, Woodland Park, Greenwood Avenue.

Woodland Park, April 14, 1887 (private plat showing present Woodland Park).

Greene's Add., March, 1887, Louisa Street, E. Newton, Boylston North, Lake Union.

Madison Street, November 18, 1887, E. Roy, E. Thomas, Dewey Place, Twenty-third North.

Ravenna Springs Park, December 15, 1887, E. Sixty-fifth, E. Fiftieth, Twenty-fourth Northeast, Ravenna.

Ross Add., January 5, 1888, N. Forty-second, W. Ewing, Third Northwest, Ninth West.

Denny & Hoyt's, March 1, 1888, N. Thirty-ninth, Florentia, Woodland Park, Third West.

Gilman's, April 9, 1888, Salmon Bay, Smith Cove, Sixteenth West, Twenty-seventh West.

Green Lake Circle, August 6, 1888, W. Seventieth, W. Sixty-fifth, Greenwood, Eighth Northwest.

Motor Line (by Harry White), September 1, 1888, N. Forty-fifth, N. Forty-second, Aurora, Fremont. The first plat by Harry White, who afterwards platted many additions in Seattle, and at Kirkland and West Seattle.

H. E. Holmes, September 3, 1888, E. Spruce, Jackson, Thirty-third, Twenty-ninth.

First Plat to West Seattle, October 16, 1888, Puget Sound, W. Waite, Elliott Bay, Puget Sound.

Town of Kirkland, November 2, 1888 (east side of Lake Washington).

East Seattle (by Calkins & Wood), December 11, 1888 (on Mercer Island.) This plat marks the entry of C. C. Calkins and William D. Wood into an

extensive real estate business. Calkins and Wood, in conjunction with James A. Moore and Eben S. Osborne, purchased large tracts at or near Green Lake, which were subdivided.

Gilman Park, January 14, 1889, N. Sixty-fifth, Salmon Bay, Ninth Northwest, Twenty-sixth Northwest.

Second Plat to West Seattle, February 4, 1889, W. Atlantic, W. Walker, California, Forty-seventh Southwest.

Dunlap's Plat, January 31, 1889, Thistle Street, Barton, Fifty-first South, Forty-second South.

Harrison Heights (by J. A. Gould), February 11, 1889, E. Forty-fifth, E. Forty-second, Fifth Northeast, First Northeast.

Lake Union (by E. P. Ferry), March 21, 1889, N. Fiftieth, N. Forty-fifth, Meridian, Woodlawn.

Sander-Boman, May 3, 1889, James, E. Alder, Twenty-fourth, Twenty-second.

This plat embraces a ten-acre tract of land included in the subsidy granted to Seattle Land and Improvement Company by reason of the construction of the old Mill Street cable road.

D. T. Denny's Home, April 16, 1889, Mercer, Harrison, Ninth North, Queen Anne.

Renton's, March 21, 1889, E. Howell, E. Marion, Nineteenth, Fifteenth.

Electric Motor (by J. T. Ronald), May 6, 1889, W. Seventy-third, W. Seventy-first, Greenwood, Third Northwest.

Day's Eldorado, June 22, 1889, Florentia, Halladay, Lake Union, Fourth North. B. F. Day and his wife Frances R. Day subdivided numerous tracts in and around Fremont.

Edgewater (by C. P. Stone), June 22, 1889, N. Thirty-eighth, Lake Union, Carr Place, Interlake.

B. F. Day's 1st, July 3, 1889, N. Forty-second, N. Thirty-ninth, Fremont, Greenwood.

Frances R. Day's, July 13, 1889, N. Forty-second, N. Thirty-ninth, Woodland, Fremont.

Wallingford's Div., Green Lake, July 26, 1889, N. Fifty-fifth, N. Fiftieth, Meridian, Woodlawn.

Julius Horton Tracts, July 30, 1889 (main section of Georgetown.)

Charles White's Add., July 29, 1889, E. James, E. Spruce, Thirty-second, Thirtieth. Charles White died possessed of a large portion of this addition, leaving all of his property to a certain Theosophical society, which will later became the subject of a great deal of litigation, being finally determined in setting the said will aside.

Hiawatha Park (by W. B. Robertson), July 22, 1889, W. Bertona, W. Dravus, Forty-first West, Forty-fifth West.

Steel Works (by J. W. Clise), September 6, 1889, W. Fiftieth, W. Forty-seventh, Greenwood, Third Northwest.

Craven's Division of Green Lake, September 10, 1889, N. Seventieth, N. Sixty-fifth, Green Lake, Fremont.

Cloverdale (by J. A. Gould), September 27, 1889, W. Eightieth, W. Seventy-fifth, Greenwood, Third Northwest.

LESCHI PARK
LAKE WASHINGTON

Cumberland (by W. W. Beck), October 14, 1889, E. Sixty-fifth, E. Sixtieth, Thirty-fifth Northeast, Twenty-sixth Northeast.

Wood's South Division, October 4, 1889, N. Fifty-fifth, N. Fiftieth, Fifth Northeast, Meridian. Beginning of William D. Wood's Green Lake activity.

Latona (by G. Morris Haller), October 28, 1889, E. Forty-second, Lake Union, Fifth Northeast, First Northeast. The first plat handled exclusively by James A. Moore, who later became an important person in Seattle's real estate development.

Evans & Blewett's, June 4, 1889, W. McGraw, W. Howe, Third West, Seventh West.

Wallingford's Park Division, November 9, 1889, E. Seventy-fifth, E. Seventieth, Tenth Northeast, Fifth Northeast.

Third Motor Line (J. D. Smith), November 16, 1889, N. Forty-fifth, N. Forty-second, Woodland Park, Aurora.

Salmon Bay Park, January 8, 1890, W. Seventy-fifth, W. Sixty-fifth, Fifteenth Northwest, Twenty-fourth Northwest.

Kilbourne's Division of Green Lake, October 22, 1889, N. Sixtieth, N. Fifty-fifth, Fifth Northeast, Meridian.

Wallingford's Division Green Lake, July 26, 1889, N. Fifty-fifth, N. Fiftieth, Meridian, Woodlawn.

Salmon Bay Park, January 8, 1890, W. Seventy-fifth, W. Sixty-fifth, Fifteenth Northwest, Twenty-Fourth Northwest.

Wood's South Shore, December 5, 1889, Green Lake, N. Fifty-fifth, Meridian, Interlake.

South Park (by I. W. Adams), January 18, 1890, Rose, Director, Sixteenth South, Fifth South.

Front Street Cable, February 7, 1890, W. Ray, W. McGraw, First North, Third West.

Platted by Jacob Furth and J. W. Edwards. This addition was so named by reason of a proposed extension of the old Front Street cable road, which was ultimately extended to within three-fourths of a mile of the said addition.

Great Northern (by C. T. Conover), March 10, 1890, W. Seventy-fifth, W. Seventieth, Twenty-eighth Northwest, Thirty-second Northwest. So called in honor of the Great Northern Railroad, which was then building into the City of Seattle; also the first plat by C. T. Conover.

Nagle's 2d, March 25, 1890, E. Thomas, E. Union, Twelfth, Tenth.

Walla Walla, May 9, 1890, E. Marion, E. Alder, Twenty-third, Twentieth. Platted by a syndicate of capitalists from Walla Walla, Washington.

Gilman's, May 8, 1890, Salmon Bay, Smith Cove, Eleventh West, Twenty-eighth West. Consists of about one thousand acres purchased from Doctor Smith and platted by Daniel H. Gilman, et al. This plat was made during the railroad boom at the time of the building of the old Seattle, Lake Shore & Eastern Railroad, whose roundhouse and shops were located in Gilman's Addition.

Woodlawn to Green Lake, June 11, 1890, N. Seventy-fifth, N. Sixty-fifth, Tenth Northeast, Green Lake.

A. A. Denny's Broadway, June 26, 1890, E. Union, E. Columbia, Tenth, Eighth.

Brighton Beach, December 8, 1890, Graham, Myrtle, Lake Washington, Fifty-first South.

McKenzie & Dempsey's, July 17, 1890, E. Pine, E. Spring, Lake Washington, Thirty-seventh.

Brooklyn (Clise & Moore), December 19, 1890, E. Forty-fourth, Lake Union, Fifteenth, Tenth Northeast. One of the numerous tracts in which J. W. Clise was interested.

Denny-Fuhrman, December 31, 1890, Lake Union, Roanoke, Lake Union, Lake Union.

Valentine, November 7, 1890, Atlantic, Massachusetts, Twenty-first South, Fourteenth South. Platted by Judge Thomas Burke and John Davis, of the present firm of John Davis & Company.

Buckius, June 8, 1891, E. Pike, E. Marion, Twenty-ninth, Twenty-sixth. Platted by the heirs of Sylvanus Buckius, who was a boyhood friend of Henry L. Yesler, from whom Buckius purchased.

Columbia, August 5, 1891, Alaska, Hudson, Forty-second South, Thirty-seventh South.

Squire Park, November 11, 1890, E. Cherry, E. Alder, Twentieth, Twelfth.

Rainier Beach (Chas. Waters), June 18, 1891, Barton, Ryan, Lake Washington, Fifty-first South.

Alki Point (Hanson & Olson), October 16, 1891, Puget Sound, W. Spokane, Fifty-fifth Southwest, Puget Sound.

Burns & Atkinson's, October 14, 1891, N. Sixty-fifth, N. Sixtieth, Second Northeast, Meridian.

Hill Tract (by Ben E. Snipes), March 11, 1892, Washington, Lane, Twenty-first, Thirteenth. Platted by Ben E. Snipes, whose title was later acquired by the Hill Tract Improvement Company, in which Daniel Jones was interested. Said company marketed the entire addition, conveying the same according to the Snipes' plat.

Renton Hill, September 26, 1892, E. Olive, E. Marion, Twenty-third, Nineteenth.

University Heights (J. A. Moore), September 1, 1889, E. Fifty-fifth, E. Forty-fifth, Fifteenth Northeast, Brooklyn.

Washington Park (Puget Mill Co.), April 28, 1900, E. Madison, E. Mercer, Thirty-seventh North, Thirty-third North.

Rainier Boulevard (W. C. Hill Estate), August 6, 1900, Lane, Atlantic, Twentieth South, Rainier Boulevard. All the Rainier Boulevard additions were situate upon what was originally the east half of the D. S. Maynard's Donation Claim, whose claim as to the east half was not allowed. After much litigation, patents to this property were issued to J. Vance Lewis, and W. C. Hill as late as 1882.

Hillman's Division Green Lake, October 16, 1900, E. Sixty-fifth, E. Sixtieth, Hillman Place, Latonia. First plat filed by C. D. Hillman, who has platted more property in King county than any one person, and who shares with Harry White the honor of filing the most plats.

Capitol Hill Nos. 1 and 2, January 13, 1902, E. Prospect, E. Roy, Fifteenth North, Eleventh North. Platted by James A. Moore. These plats mark the beginning of the building up of one of Seattle's finest residence districts.

ALKI BATHING BEACH

Hillman City, December 13, 1902, Brandon, Juneau, Forty-sixth South, Forty-second North. Platted by C. D. Hillman, who later platted hundreds of acres in this vicinity, and probably constituted here his greatest real estate success.

Brygger's First Home, June 10, 1903, W. Sixtieth, Market, Twenty-eighth Northwest, Thirty-second Northwest.

Lincoln Beach, July 20, 1904, W. Holly, Lowman Dr., California, Puget Sound.

Interlaken, November 13, 1905, E. Howe, E. Galer, Twenty-seventh North, Twentieth North.

Seaview Park, September 18, 1906, W. Dawson, W. Graham, Thirty-ninth Southwest, Forty-seventh Southwest.

University Park (J. A. Moore), September 15, 1906, E. Fifty-fifth, E. Forty-fifth, Twentieth Northeast, Fifteenth Northeast.

Laurelhurst, October 30, 1906, E. Thirty-fifth, Lake Washington, Lake Washington, Lake Washington. Platted by J. R. McLaughlin, Frank E. Mead, and Paul C. Murphy. Covers the old William H. Surber property.

Greenwood Park, April 1, 1907, W. Eighty-fifth, W. Eightieth, Greenwood, Third Northwest.

Exposition Heights, June 14, 1907, E. Fiftieth, E. Forty-fifth, Thirty-fifth Northeast, Thirtieth Northeast.

Mount Baker Park, June 10, 1907, College, Court, Lake Washington, Thirty-second South. Platted by the Hunter Tract Improvement Company, a corporation, managed by Daniel Jones.

Furth, September 21, 1907, E. Prospect, E. Roy, Eleventh, N. Broadway.

Loyal Heights (R. W. Treat), November 21, 1907, W. Ninety-fifth, W. Eighty-fifth, Thirty-second Northwest, Puget Sound.

Columbia Park (Burke & Farrar), May 29, 1909, Hudson, Brandon, Fifty-fourth South, Fifty-first South. Platted by E. C. Burke and Burke & Farrar, who later subdivided hundreds of acres, particularly in Kirkland.

White Center, February 16, 1912, W. Barton, W. Roxbury, Sixteenth Southwest, Twentieth Southwest. Platted by Geo. W. H. White, a younger brother of Harry White, an important point on the Lake Burien line at the extreme south limits of the city.

Carleton Park, May 17, 1915, W. Ray, Puget Sound, Thirty-second West, Forty-fifth West. Plat containing over eight hundred tracts on the southwest side of Magnolia Bluff. Platted by R. V. Ankeny, as trustee for Arthur A. Phinney, son of Guy C. Phinney, and a number of other property owners.

Seattle Tide Lands, Ballard Tide Lands, Lake Union Shore Lands, and Lake Washington Shore Lands.

These plats were filed by the Board of State Land Commissioners, and embrace all the tide lands of Elliott and Salmon Bays; the shore land plats cover all the shore line of Lake Burein and the greater portion of the shore line of Lake Washington in front of the City of Seattle.

The foregoing list was furnished by the abstracting company of Osborne, Tremper & Co., Inc.

This company is one of the oldest of any doing business, at present, in Seattle.

Angus Mackintosh, father of Judge Kenneth Mackintosh, opened a set of

abstractor's books in 1868. Prior to this time others had done this class of business, but they depended upon making a direct search of the records of King county for the necessary information.

In 1869 William H. Reeves joined Mr. Mackintosh in a general brokerage business, and the partnership included the set of abstract books.

In 1887 they sold to Lawrence S. Booth and E. S. Briscoe, and in 1889 Mr. Briscoe died. His interest passed to A. E. Hanford. The firm name being Booth & Hanford.

In 1884 U. R. Neisz, C. F. Whittlesey and William H. Whittlesey formed a partnership and started a set of books under the name of Neisz, Whittlesey & Co. Capt. F. S. De Wolfe, in 1886, bought the interest of Neisz. The new company, in 1889, incorporated as Whittlesey Abstract & Title Guaranty Company.

In 1883 G. A. Hill, Harold Preston and Timothy Kershaw began writing a set of books, but prior to completion Preston and Kershaw left the firm, and by 1885 Eben S. Osborne had finished them. With G. A. Hill and Granville Driggs was formed the partnership of Hill, Osborne & Driggs.

In 1888 William D. Wood took over the interest of Hill and Driggs and continued the business as Wood & Osborne.

In 1889 Wood sold to Osborne and the same year Edward P. and Henry S. Tremper purchased an interest in the business, and it was continued by Osborne, Tremper & Company, and in 1893 they became an incorporated company.

In 1910 a consolidation of the interests of this firm and that of the Booth, Whittlesey, Hanford Company, took place, the new organization becoming Osborne, Tremper Company, Inc.

CHAPTER XXXIII

CLUBS, SOCIETIES AND FRATERNITIES

SEATTLE CHAMBER OF COMMERCE

An event that has influenced Seattle's fortunes in many ways, occurred here on the evening of April 17, 1882. Twenty-three business and professional men of the then thriving little City of Seattle, assembled at the offices of Attorneys McLure & Taylor, in the old Butler Building, on James Street, and organized the first chamber of commerce.

The meeting was called to order by Judge J. R. Lewis, and Judge Thomas Burke acted as secretary.

The gentlemen present were Joseph R. Lewis, Henry L. Yesler, Orange Jacobs, John Leary, Angus Mackintosh, Alfred Snyder, George W. Harris, Z. C. Miles, James Campbell, John J. Post, Corliss P. Stone, Samuel C. Woodruff, Samuel Kinney, W. A. Jennings, Thomas Burke, J. C. Haines, Samuel Frauenthal, Bailey Gatzert, H. B. Bagley, John Collins, H. G. Struve, and F. W. Wusthoff. At this meeting the organization was perfected and the following were chosen as officers: Joseph R. Lewis, president; Bailey Gatzert, vice president; Corliss P. Stone, recording secretary, and Thomas Burke, corresponding secretary. Since that time no other organization has occupied a more prominent part in the fostering and developing of the immense resources of the entire Northwest.

During the first few years the chamber of commerce held its regular meetings at the offices of its different members, and it was not until January, 1888, that it acquired quarters of its own. On that occasion two rooms were rented in the old Yesler-Leary Building, which adorned the present site of the Mutual Life Building at First Avenue and Yesler Way.

After the great fire the Stacey Building at Third Avenue and Marion Street was leased by the chamber, and became known as the Chamber of Commerce Building. It is still standing, but has been moved from the corner to a frontage on Marion Street. These quarters were retained until January, 1893, when the chamber of commerce moved to the Pacific Block at Occidental Avenue and Yesler Way. At this time the officers of the organization were: E. O. Graves, president; Thomas W. Prosch, first vice president; George H. Heilbron, second vice president; E. F. Wittler, treasurer, and W. H. Whittlesey, secretary, while S. Ramsey, Angus Mackintosh, H. E. Holmes, J. R. Hayden, D. E. Durie, H. Fuhrman, J. B. Metcalfe, D. H. Gilman, T. N. Haller, C. T. Conover, and D. B. Jackson were trustees.

The chamber remained in the Pacific Block for a period of four years, and retained its organization intact despite the financial stringency which prevailed in the Northwest during the first portion of that period.

In 1897 the chamber moved its quarters to the Collins Building at Second

Avenue and James Street, where it remained until the spring of 1898, when for three months it occupied a suite of rooms in the Burke Building. In June, 1898, it moved to the Haller Building, where it remained until 1905, whence it moved to the top floor of the Lowman Building, at First Avenue and Cherry Street. This site was occupied until February, 1909, when the organization secured and occupied its present commodious quarters on the top floor of the Central Building on Third Avenue between Marion and Columbia streets. In this spacious building the chamber is amply housed, for space has been provided for exhibits of various sorts, each of which deals with the fertility, productiveness, or manufacturing possibilities, of Seattle and the great Northwest. There is also considerable space devoted to an Alaska exhibit, which latter feature attracts widespread attention among Seattle's visitors, most of whom recognize this city as the gateway to the north country.

During the years prior to 1890 the destinies of the chamber of commerce were presided over by its regularly elected officers. It had not been incorporated, and no provision for a directorate had then been included in its by-laws. In 1890, however, the membership had grown to over three hundred, and, at a regular meeting, attended by a goodly portion of these, it was voted to incorporate the chamber of commerce, and, upon this action being taken, a board of directors was chosen. They were John Leary, Thomas W. Prosch, E. O. Graves, Thomas Burke, E. F. Wittler, Jacob Furth, C. H. Kittinger, A. Mackintosh, J. R. Lewis, T. T. Minor, Samuel Ramsey, George W. Harris, Samuel C. Woodruff and Z. C. Miles. The directors then named the following officers in March, 1890: John Leary, president; E. O. Graves, first vice president; C. H. Kittinger, second vice president; E. F. Wittler, treasurer, and J. W. Dodge, secretary.

During the long life of the chamber of commerce the organization boasts of having had but eleven different presidents. They were: Joseph R. Lewis, 1882-1884; Bailey Gatzert, 1884-1890 March; John Leary, March, 1890, to June, 1891; Jacob Furth, 1891-1892; E. O. Graves, 1892-1900; J. W. Clise, 1900-1904; John Schram, 1904-1905; John H. McGraw, 1905-1909; J. D. Lowman, 1909 to September, 1911; J. E. Chilberg, 1911-1914; Thomas Burke, 1914-1916.

A number of the most enthusiastic members of the chamber of commerce have repeatedly refused the nomination to the presidency, but have accepted the vice presidency and assisted in the work of the organization most materially. Prominent among these are C. J. Smith, who served as vice president a number of times; John Collins, John P. Hoyt, Thomas W. Prosch, J. S. Goldsmith, I. A. Nadeau, F. W. Baker, J. F. Douglas, J. C. Slater, and D. E. Frederick.

In 1910 the chamber of commerce was reorganized to broaden its scope, and at that time it took the name New Seattle Chamber of Commerce. At first this change was somewhat of a misnomer since it gave the impression that the city had changed its name as well.

Upon the recent reorganization of the chamber of commerce it installed several new bureaus in addition to increasing the scope of the publicity department, which, up to that time handled practically all of the correspondence of the organization with little or no assistance.

Following the San Francisco disaster of 1906, it was the Seattle Chamber of Commerce which immediately opened the relief bureau, and hardly twenty-four

FROM COURT HOUSE PARK LOOKING WEST

hours had elapsed from the time the news of the disaster was received, until the bureau had despatched a relief train to the stricken metropolis of California. This train was followed by many others, for the prosperous people of Seattle responded liberally to the appeal for assistance. California did not forget this, and when Seattle held its Alaska-Yukon-Pacific Exposition in 1909, The Golden State was represented with one of the finest exhibits on the scene. This exposition was also the fruition of the enterprise of the chamber of commerce, for it was this body representative of the business community of the city which first took up the call and advocated a world's exposition.

With a view of increasing trade relations with the countries bordering upon the opposite shore of the Pacific Ocean, the Seattle Chamber of Commerce took the lead among the Associated Chambers of Commerce of the Pacific Coast, and this initiative resulted in the bringing to America of an Honorary Trade Relations Commission from Japan in 1910. This commission traveled under the auspices of the Associated Chambers of Commerce, and almost immediately upon its return to Japan, an increase of trade with that country was perceptibly notable. Since the visit of that commission the increase in trade between the two countries has grown in immense proportions, and Seattle has eclipsed her rival Pacific Coast cities in the increase.

Recognizing the advantage attained by initiating the Japanese first hand into the benefits of American trade, the Seattle Chamber of Commerce again took the initiative with a view of similarly interesting the Chinese merchants.

This Honorary Commission from the Chinese Republic arrived in the United States in May, 1915, and under a direct representative of the Seattle Chamber of Commerce, they were conducted on an extensive tour of the United States. Like in the case of the Japanese Commission, which preceded them some four years, the Chinese are availing themselves of the opportunities shown them, for trade has received a considerable stimulus with both oriental countries in the last few months.

The chamber of commerce has also devoted much of its energy toward prevailing upon the citizens of this commonwealth the value of utilizing home products whenever possible. The organization has issued a list showing that practically every commodity of commerce demanded by civilization can be, and is manufactured in the State of Washington. This work has been carried on for nearly thirty years, or since the organization of the chamber. It is one of the contributory reasons why Washington-made goods are today in such popular demand. The chamber has spread the word, and the Washington goods have demonstrated their quality. Today Seattle boasts of some of the largest manufacturing plants on the Pacific Coast, and each of these has been encouraged in entering the field by the chamber of commerce.

At frequent intervals the proposition for the merging of the chamber of commerce with other commercial organizations such as the Merchants Exchange and the Commercial Club has been broached, but hitherto without success. At the present time a similar effort is being made, but unfortunately seems likely to meet a fate similar to previous endeavors of a like character.

Almost as frequent as the agitations for a consolidation with other bodies, have been the propositions for the chamber of commerce to erect its own home,

but active members have always believed the large amount of money it would require could be used to better advantage.

THE SEATTLE COMMERCIAL CLUB

The Seattle Commercial Club is today recognized as one of the leading commercial organizations of the Pacific Coast, and, though but ten years old, it numbers a membership of over thirteen hundred of Seattle's business and professional men on its rolls.

This club was incorporated July 11, 1906, though it had enjoyed a passive existence since 1903. On July 2, 1906, nineteen men, who had been identified with the nominal commercial organization during its earlier existence, met at the office of George H. Revelle and decided to incorporate the club with a view to the promotion and development of the Pacific Northwest and Seattle and Puget Sound especially. These men were: George H. Revelle, William C. Ruckman, C. F. White, Ralph S. Stacey, W. R. Williams, N. R. Sibley, Herbert A. Schoenfeld, James A. Marmaduke, George Matzen, George A. Virtue, F. Edgar Barth, Frank Waterhouse, J. F. Lane, Homer L. Bull, George F. Cotterill, Dr. J. H. Snively, Fred C. Harper and Harry W. Mix.

A constitution and by-laws was adopted and the following officers were elected to serve to January 1, 1907: C. F. White, president; George H. Revelle, vice president; W. R. Williams, secretary; Ralph S. Stacey, treasurer; and the following trustees: W. C. Ruckman, F. E. Barth, Fred C. Harper, Dr. J. H. Snively, George Matzen, Herbert A. Schoenfeld, James A. Marmaduke, N. R. Sibley, Homer L. Bull, George A. Virtue, Harry W. Mix, Frank Waterhouse, J. F. Lane, George F. Cotterill, and J. A. Forehand.

The objects of the commercial club, according to the constitution and by-laws, were to stimulate the civic spirit and patriotism of the citizens of Seattle; to procure a market for the produce of this vicinity; to encourage commerce and enterprise in all mercantile lines; to support all local industries and manufactures, and to collect and impart data relating to the State of Washington and its subdivisions in a manner which will benefit the greatest number of its citizens.

Quarters were secured in the Eitel Building, and these were occupied until January, 1907, when the organization moved to the Crown Building. In this latter home the club remained until early in 1911, when more spacious quarters were acquired in the Commercial Building. It retained these quarters until the present handsome home of the organization was fitted up in the Arcade Building in 1915.

Many of Seattle's most prominent manufacturing enterprises have been secured to this city through its energy and indefatigable efforts. The organization especially prides itself upon the zeal with which it has seconded every proposed measure, either legislative or individual, which had for its object the advancement of Alaska.

The commercial club is also noted for its social side, as scarcely a week passes when the spacious rooms are not the scene of some notable reception or public function of notable character. It has been especially enterprising in the entertaining of distinguished visitors of both national and international prominence. Col. Otto A. Case, who held the position of executive secretary of the organization from 1909 to 1916, resigned in February, 1916, to devote his energies to other

endeavors. Very generally regret was expressed in regard to this action. Charles P. Stine, formerly secretary of the St. Paul Chamber of Commerce, has succeeded Mr. Case.

Since its incorporation in 1906 the following have been at the head of the Commercial Club as presidents: C. F. White, 1906; George H. Revelle, 1907, 1908, 1909, 1910; J. W. Maxwell, 1911; W. W. Wilshire, 1912; H. W. Sterrett (resigned), H. E. Jones, 1913; Fred W. Bert, Jr., 1914; Robert S. Boyns, 1915, 1916.

In addition to President Boyns the officers of the commercial club for 1916 are: Ernest C. Carstens, first vice president; William F. Eckart, second vice president; Earle R. Jenner, treasurer; Charles P. Stine, executive secretary; and Louis Baeder, W. H. Barnes, Fred W. Bert, Jr., M. J. Carkeek, A. B. Clark, George B. Cole, George F. Cotterill, Roland B. Cotterill, George W. Dilling, Dr. Carl A. Ewald, Albro Gardner, Jr., Cassius E. Gates, Joseph H. Ginet, M. A. Gottstein, O. C. Graves, H. E. Jones, M. V. Kellogg, Otto L. Luther, H. J. Migneroy, W. E. Stevens and Clifford Wiley, trustees.

RAINIER CLUB

In September, 1888, a number of Seattle's representative business men met at the Occidental Hotel and formulated plans for the organization of a social club to be known as the Rainier Club. At this meeting W. A. Peters was chosen chairman, and E. A. Strout secretary, and a committee was appointed to draw up a constitution and by-laws for the proposed organization, and the present Rainier Club, of Seattle, became a factor in the public life of this city. W. A. Peters was elected the first president of the club, while R. C. Washburn was chosen vice president; George Hyde Preston, secretary, and Abram Barker, treasurer. Among the business and professional men of the city who became enrolled as charter members of this club upon its organization on October 5, 1888, were: W. A. Peters, George Hyde Preston, R. C. Washburn, E. A. Strout, Abram Barker, George H. Heilbron, David Baxter, John Leary, R. B. Albertson, Thomas Burke, C. T. Tyler, I. A. Nadeau, Jacob Furth, Robert Moran, A. B. Stewart, W. J. Grambs, L. C. Gilman, Norman Kelly, George Donworth, J. B. Alexander, Henry G. Struve, Josiah Collins, F. H. Osgood, J. C. Haines, Herman Chapin, James S. Goldsmith, Dr. Lewis R. Dawson, W. T. Preston, E. O. Graves and Wm. E. Bailey.

Quarters were secured in the old McNaught House immediately after the organization, and these rooms were fitted up comfortably, the furnishings consisting of a library, pool and billiard tables, and other appurtenances to a gentlemen's club.

The club grew in membership rapidly, and soon found its quarters somewhat cramped. In 1892 the Seattle Theater Building, which has just been torn down to make room for the new Arctic Club Building, was completed, and in the new structure quarters were especially fitted up for the use of the Rainier Club, and in February, 1893, the club removed from the McNaught House to the new building.

In 1903 the Rainier Club purchased the ground at Fourth Avenue and Marion Street, and commenced the erection of its present handsome and commodious home, which was completed in 1904, and since that time has been

occupied by the organization. Today the Rainier Club has a membership including non-resident and the army and navy list, of nearly eleven hundred, and is rated as one of the most substantial and wealthy organizations of the kind on the Pacific Coast. The officers of the club for 1915-16 are: George Donworth, president; John H. Powell, vice president; Cecil H. Bacon, secretary, and R. V. Ankeny, treasurer.

THE SEATTLE ATHLETIC CLUB

On August 2, 1893, fifteen prominent young men of Seattle, most of them college graduates who had attained some celebrity in athletic sports at the different educational institutions to which they had attended, met at the Rainier Grand Hotel and decided to organize the Seattle Athletic Club. They were: James S. Goldsmith, Job B. Lyon, H. V. V. Bean, Manley B. Haynes, James Lee, Frank Ingersoll, E. W. Young, George F. Folsom, Will H. Parry, W. B. Goodwin, W. A. McDonald, Frederick K. Struve, Tracy H. Robertson, A. V. Randall and Albert Braun.

Quarters were immediately rented in the Pacific Block, at Occidental Avenue and Yesler Way, and on August 10, 1893, they held their first regular meeting and elected the following officers: James S. Goldsmith, president; Job B. Lyon, vice president; H. V. V. Bean, secretary; Manley B. Haynes, treasurer; Frederick K. Struve, captain, and George F. Folsom, first lieutenant.

President Goldsmith then nominated the following committees: House—Job B. Lyon, W. A. McDonald and H. V. V. Bean. Athletic—Frederick K. Struve, George F. Folsom and A. V. Randall. Auditing—Will H. Parry, Dr. E. W. Young and James Lee. Membership—Frank Ingersoll, Tracy H. Robertson and Albert Braun.

At this meeting the following members were elected as charter members: Dr. E. W. Young, W. E. Hogan, M. D. Haynes, J. P. Gleason, J. F. Bulger, C. J. Riley, L. H. Wheeler, Harry Shawbut, W. C. Heilbron, H. Carstens and J. J. Madigan. The articles of incorporation were also drawn up and adopted at this meeting, and it was decided that the officers elected at that time should serve until the annual meeting to be held in December.

The new athletic organization prospered from the start and soon possessed a most representative membership among the young men of Seattle. The club immediately organized a football team which played its first game against the University of Washington eleven on October 12, 1893.

In accordance with its resolution at the time the club was organized, the first annual meeting and election was held on December 18, 1893, when James S. Goldsmith was re-elected to the presidency, and the following board of trustees selected: H. V. V. Bean, L. W. Bond, Dr. R. W. Schoenle, George F. Folsom, A. J. Balliet, A. Cookingham, A. V. Randall, R. M. Hurd, Dr. E. W. Young, E. W. Mudgett, M. B. Haynes, G. Benninghausen, George E. de Steiger and D. B. Porter.

The club remained in its quarters in the Pacific Block until May, 1896, when it moved to the top floor of the building at the northeast corner of First Avenue and Seneca Street. This latter building was the club's home until it removed to its present quarters at Fourth Avenue and Cherry Street, which took place in April, 1904. This latter structure was erected expressly for the Seattle Athletic

DENNY HILL REGRADE DISTRICT IN 1915

FIRST AVENUE SOUTH IN 1915

Club, and is fitted with all modern appliances and conveniences, as well as with living quarters for a limited number of the members.

The officers of the club elected in December, 1915, for the ensuing year are: R. D. White, president; A. E. Knoff, vice president; H. C. McPherrin, secretary; D. K. MacDonald, treasurer, and C. L. Lamping, superintendent, while the following are the trustees: George Bouchaert, A. C. DeVoe, L. A. Goodfellow, C. O. Huhn, H. W. Johnston, J. M. Moran, L. C. Palmer, Lewis Terrell, George Belt, James S. Goldsmith and William D. Inglis.

In May, 1910, the Seattle Athletic Club absorbed the entire membership of the Firloch Club, at which time the members of the latter organization, a majority of whom are also members of the athletic club, were made life members, and the grounds, buildings and paraphernalia of the Firloch Club became the property of the Seattle Athletic Club. Prior to the absorption of the Firloch Club, the Seattle Athletic Club possessed no regular athletic grounds, but the acquisition of that property conveyed to the club a tract some five acres in extent, possessing fine tennis courts, and these have been improved since to the extent of affording all the conveniences of a regular athletic field. The club membership on January 1, 1916, including both senior and junior branches, embraced 3,200 names.

THE TRANSPORTATION CLUB

In July, 1910, representatives of the various railway lines and steamship offices in Seattle, to the number of fifty, assembled at the old Olympus Cafe, on First Avenue near Yesler Way, and decided upon the organization of a Transportation Club. After discussing plans at several such meetings, an organization was finally perfected on August 3, 1910, and the club was incorporated.

The following is a list of the charter members: H. A. Bonn, R. M. Boyd, J. H. Burgis, A. E. Campbell, F. C. Collins, H. W. Costigan, L. A. DeCou, T. B. Degnan, E. F. DeGrandpre, Jno. H. Digby, A. E. Disney, Jos. W. Draper, J. B. Dwyer, E. P. Erckenbach, J. C. Ford, J. H. Goodier, F. R. Hanlon, Frank N. Hawkes, A. C. Herron, Geo. W. Hibbard, A. S. J. Holt, E. R. Ingersoll, L. F. Jones, H. N. Kennedy, Kenneth C. Kerr, F. T. LaRowe, C. B. Livensparker, W. P. Lockwood, Frank L. Maher, C. D. McNaughton, David L. Melville, John A. Miller, Thos. J. Moore, C. D. Moorhead, J. Ross Nagel, Orville Neer, Frank J. O'Conner, W. H. Olin, Frank W. Parker, E. E. Penn, Roger G. Pinneo, Chas. S. Powers, M. J. Seabrook, Geo. L. Seibert, Henry L. Sisler, H. J. Steeple, E. S. Sullivan, W. E. Troutman, F. H. Wegener, Samuel L. Wilson, H. A. Wooster and J. W. Young.

Frank W. Parker was chosen the first president, and Dave L. Melville was selected as secretary. The third floor of the Olympus Cafe Building was secured as quarters and the new organization grew very rapidly in membership. The men affiliated with the different transportation companies gladly welcomed an organization among themselves, and the Transportation Club soon became recognized as one of Seattle's most energetic social organizations. Out of an idea conceived by the late J. M. Norton, at one time representative of the Missouri Pacific Railway in Seattle, the Transportation Club of this city established the National Salmon Day, which is celebrated about March 10th, annually. This day, on which the famous salmon of the Northwest is brought to the notice of the entire country, was, at first, purely a local affair, but the Transportation Club took up

Mr. Norton's idea and has since extended the scope of the idea so that today Salmon Day is observed throughout the United States and a great portion of Canada.

From the small quarters in the Olympus Cafe Building the club moved to its present handsome quarters in the Railway Exchange Building in 1912.

Since Frank W. Parker was president, in 1910-11, the following have occupied the chair: H. M. Kennedy, D. E. Skinner, Roger D. Pinneo, A. E. Campbell, W. P. Lockwood and William H. Olin, the present chief of the club.

The books show a membership of 423, exclusive of non-resident members. The organization is affiliated with the transportation clubs of Portland, Tacoma, Spokane, San Francisco, Salt Lake City, Detroit, Minneapolis, the Traffic Club of Baltimore, and the American Club of Vancouver, B. C.

At frequent intervals the Transportation Club gives an entertainment to the members and friends, and there is usually a pool or a billiard contest on the daily card at the club rooms. All visiting railway or transportation company dignitaries are received as guests at the club rooms, and these visits are frequently the occasion for impromptu entertainments of pleasing character.

THE COUNTRY CLUB

One of the most exclusive social organizations of Seattle is The Country Club, an organization comprising sixteen members, each of whom owns a summer home adjoining the club's house and grounds near Port Blakeley, on Bainbridge Island.

This club was organized in 1890, and three of the original sixteen members are still associated with the club. They are E. A. Strout, W. A. Peters and Bernard Pelly. The other members of the organization are: A. J. Fisken, Dwight Merrill, A. F. McEwan, Joshua Green, W. H. McEwan, Mrs. S. E. M. Minor, Edgar Ames, J. D. Lowman, Nathaniel Paschall, Mrs. Walter Oakes, Daniel Kelleher, Samuel Hill and F. H. Brownell.

The club owns a handsome clubhouse and thoroughly equipped grounds. A spacious lawn tennis court is one of its particular features, and is the scene of several northwestern championship matches during each season. The club also boasts of a splendid golf links, and an inlet near Port Blakeley affords a well protected anchorage for the sailing and motor power yachts owned by the members. The members are also enthusiastic horsemen and each season affords several cross country chases which are warmly contested.

THE MASONIC FRATERNITIES

Seattle was seven years old and had a population of but 150 persons when, in August, 1860, its first lodge was organized under a dispensation from the Grand Lodge of Washington, Free and Accepted Masons, which itself was then less than two years of age. The movement, which culminated in the organization of this pioneer lodge, was initiated on August 9th, when a petition, praying for a dispensation for such lodge, was presented to James Biles, then grand master. This petition bore the names of John Webster, Daniel Manchester, Hillory Butler, William P Hart, Charles H. Gorton, Joseph Dillon, D. C. Ross and William B. Cheney; also the recommendation of Steilacoom Lodge No. 2.

Grand Master Biles granted the dispensation on August 14th and authorized the organization of the lodge under the name of St. John's, at the same time

appointing John Webster, W. M.; Daniel Manchester, S. W., and Hillory Butler, J. W. On August 25th a convention was held and the organization completed by the election of other officers and the transaction of other necessary business. The grand lodge on September 4th granted St. John's Lodge a charter, at the same time giving it the number "9," that being its place on the roll of lodges. Eleven days later officers were elected and installed, John F. Damon acting as installing officer.

The eight founders of St. John's found work awaiting them from the very day upon which they organized the lodge, two applications having been presented at that time. Through the initiation of new members and additions from other lodges, the membership reached twenty-four before the end of the first year. Among these additions was Rev. Daniel Bagley, who transferred his membership from Salem Lodge No. 4, of Oregon, and who, the next year, was elected grand master of the Grand Lodge of Washington.

By the beginning of the year 1873 Masonry had grown to such proportions that St. John's Lodge was able to "swarm" and set up another organization. On January 18th of that year a petition asking for a dispensation for another lodge was presented to Granville O. Haller, who was at that time grand master, and who approved the application on January 27th and granted the dispensation February 1st. The new lodge received the name Eureka No. 20, its first officers being Isaac A. Palmer, W. M.; Stephen P. Andrews, S. W., and Julius Horton, J. W. The new lodge, like St. John's, found work awaiting it and on April 4th initiated John B. Vernon, its first candidate.

The charter for Eureka Lodge was issued on September 4, 1873, and bore the following names: S. P. Andrews, Hiram Burnett, Edgar W. Blake, Joseph Cleary, John Dwyer, W. J. Doane, George A. R. Dodds, Jesse W. George, Julius Horton, J. G. Janicke, T. W. Lake, George Messegee, Nat R. Maxcy, Adolph Mundt, James McCracken, Isaac A. Palmer, Charles A. Palmer, Luther S. Rodgers, Isaac Parker, T. H. Stringham, George Sidney, W. Parry Smith, Edwin A. Sherman and Louis Wolfe.

Seattle Chapter No. 1, Royal Arch Masons, was instituted in January, 1872, by J. B. Lee, of Oregon, assisted by E. L. Smith, with the following officers: John T. Jordan, E. H. P.; William H. Gilliam, K.; Thomas M. Reed, S.; H. H. Hill, Treas.; John Leary, Sec'y; Thomas S. Russell, C. of H.; S. P. Andrews, P. S.; Isaac Parker, R. A.; Capt. Isaac Palmer, G. M. 3d V.; H. H. Hill, G. M. 2d V., and Joseph Dillon, G. M. 1st V.

The institution of Washington Lodge of Perfection No. 1, Ancient and Accepted Scottish Rite Masons, was a public affair held in the Pavilion in March, 1872, and was attended by a large number of citizens who were not members of the Masonic fraternity. The exercises were conducted by Edwin A. Sherman, of San Francisco, who had, during the preceding week organized Washington Council No. 1, Princes of Jerusalem and Washington Chapter No. 1, Rose Croix. A short time after this Sherman organized Washington Council No. 1, Knights of Kadosh, and on April 17th, Washington Consistory No. 1 of the Thirty-second Degree, Scottish Rite.

Many Masonic bodies have been organized in Seattle since the birth of Eureka Lodge, in 1873, the fraternity being represented at the present time by the following lodges: St. John's No. 9, Eureka No. 20, Occidental No. 72, Arcana No. 87,

Ionic No. 90, Doric No. 92, Home No. 100, Ark No. 126, West Gate No. 128, University No. 141, Green Lake No. 149, Alki No. 152, Seattle No. 164, Delta No. 172, Rainier No. 189, Century No. 208, as well as a large number of other organizations in the higher degrees, running through and including the Knights Templar.

The Order of the Eastern Star is represented by the following chapters: Lorraine No. 6, Occident No. 28, Myrtle No. 48, Doric No. 69, University No. 83, Ark No. 86, Seattle No. 95, West Seattle No. 106, Delta No. 109, Ionia No. 114, Aloha No. 116 and Amethyst No. 138.

ODD FELLOWS' FRATERNITIES

Odd Fellowship in Seattle dates from August 22, 1870, on which date C. C. Hewitt, special deputy grand master, acting under the authority of the Grand Lodge of Oregon, instituted Olive Branch Lodge No. 4, with a charter membership composed of John F. Damon, R. J. Moore, Isaiah Waddell, R. H. Trumbull, William Meydenbauer, Charles J. Allen and E. Calvert. Although few in numbers, this charter list contained the names of good workers and many other men were induced to join the new organization during the next few years. In fact, so many joined that it was deemed advisable to organize another lodge in the city.

This desire for another lodge was realized when, in June, 1876, District Deputy Grand Sire H. G. Struve instituted Seattle Lodge No. 7, with R. J. Moore, N. G.; G. W. Bixby, V. G.; J. P. Chilberg, R. C.; W. N. Bell, treasurer; G. W. Wittenmeyer, warden, and James Whaley, guardian. The new lodge met in the hall of Olive Branch Lodge for some years, or until Bell offered to donate a lot on First Avenue conditional upon the lodge erecting thereon a suitable building. This the lodge attempted to do, but getting heavily into debt was unable to meet the mortgage and later lost the property.

With two lodges in the city, Odd Fellows applied for a dispensation under which they could organize an encampment. On August 24, 1877, this was issued by John M. Stokes, grand sire, and James L. Ridgely, grand secretary, and Unity Encampment No. 2 was organized, the charter members being W. H. Pumphrey, C. M. Moore, George W. Hall, John Leary, L. Diller, J. C. Lipsky, C. H. Burnett, Frank Hanford, Isaiah Waddell, I. P. Chilberg, E. L. Hall and F. W. Wald. Seattle Canton No. 3 was organized September 10, 1891, with a charter list of eight, Fred A. Johnson, captain.

Ridgely Degree Lodge No. 6, Daughters of Rebekah, was organized April 22, 1886, and was the first Rebekah lodge instituted in the city.

Odd Fellowship spread with the growth of the city and as the outlying districts settled up new lodges were instituted until, in 1892, there were eight organizations in existence within the present city limits. Early that year plans were laid for a big celebration on April 26th, the anniversary of the birth of the order. Invitations were sent to all the Odd Fellow and Rebekah lodges in the country with the result that some five thousand members of these organizations were in line and took part in the celebration, which was the largest gathering of the two orders ever held in the Northwest up to that time. It was at this celebration that the first issue of the Washington Odd-Fellow made its appearance.

The rapid growth made by Seattle lodges during the first five or six years of the present century led to a movement which crystallized in the present temple

PRACTICALLY ALL THESE BUILDINGS WERE ERECTED BETWEEN
1905 AND 1915

LOOKING TO THE NORTHWEST FROM THE L. C. SMITH BUILDING

association and the building of the large Odd Fellow Temple on East Pine Street at Tenth Avenue. The original incorporators of the association were Olive Branch No. 4, Seattle No. 7, Germania No. 102, Golden Link No. 150 and Anchor No. 221. Two years were required for the erection of the building which was first occupied in June, 1909, and was dedicated in July. Today it represents the investment of about one hundred and fifty thousand dollars, is one of the largest lodge temples on the Pacific Coast, and is the home of many of the city's Odd Fellow and Rebekah lodges.

At the present time Odd Fellowship is represented in Seattle by the following organizations: Subordinate lodges—Olive Branch No. 4, Seattle No. 7, Lake Washington No. 87, Fremont No. 86, Germania No. 102, Comet No. 139, Golden Link No. 150, Ballard No. 170, Summit No. 206, Green Lake No. 209, Anchor No. 221, Grand View No. 225, University No. 245, South Park No. 251, Magnolia No. 279. Union No. 282 and Rainier Beach No. 293. Encampments—Unity No. 2, Paran No. 47, Ballard No. 76 and Fraternal No. 81. Seattle Canton No. 3 of the Patriarchs Militant. Daughters of Rebekah—Ridgely No. 6, Mystic Jewel No. 40, Diadem No. 62, Woodland No. 128, Elite No. 134, Loyal No. 156, Prosperity No. 192, University No. 196, Salmon Bay No. 217, Cosgrove No. 218, Linnea No 221, Patience No. 250, Floral No. 257, Hakeber No. 259 and West Side No. 274.

GRAND ARMY OF THE REPUBLIC

Stevens Post No. 1, Department of Washington and Alaska, Grand Army of the Republic, was organized at a meeting held in the Odd Fellows Hall, Seattle, on June 27, 1878, and, as its number shows, was the first organization of Civil war veterans formed in this state. The new post started with a charter list of forty-one, its officers being George D. Hill, commander; George W. Tibbetts, senior vice commander; H. A. C. Thompson, junior vice commander; A. Slorah, adjutant, and A. A. Manning, quartermaster Although organized in June, the new post did not select its name until on July 11th, at which time the members chose that of Washington's first territorial governor, who fell in one of the early battles of the Civil war.

Following the formation of the Department of Washington and Alaska in 1882, with F. W. Sparling as first commander, the G. A. R. movement in this state grew rapidly, Stevens Post at all times doing its share of the work of spreading the organization into other towns and cities. The original membership of forty-one grew to 342 in 1891, dropped back to 206 in 1896 and, under the command of A. W. Hastie, reached 286 in 1899. It had 247 names on its roll January 1, 1916.

On December 22, 1886, twenty-eight veterans assembled in the office of George W. Bullene, in the old Yesler-Leary Building, and organized John F. Miller Post No. 31, with William G. Latimer as commander. This post had 173 members on the first of last January. Lieutenant Cushing Post No. 56, Ballard, organized in 1900, has a membership of forty-six, while James A. Sexton Post No. 103, with a present membership of thirty-four, and Green Lake Post No. 112, with fifty-two members, were organized since that time.

The various organizations auxiliary to the Grand Army are well represented in the city at the present time, the oldest being that of Stevens Corps No. 1, Woman's Relief Corps, which was organized in 1885. The Ladies of the G. A. R.

established its first Seattle circle in 1902, since which time both of these orders have grown rapidly. Gen. George H. Thomas Camp No. 1, Division of Washington, Sons of Veterans, is Seattle's oldest camp of that organization and dates from the year 1890.

NILE TEMPLE

On July 14, 1908, the Imperial Divan of the Ancient Arabic Order of Nobles of the Mystic Shrine, in solemn conclave at St. Paul, Minn., was presented with a petition requesting the necessary dispensation permitting the organization of a temple to be known as "Nile" at Seattle, Wash. This petition was signed by 466 Nobles, and the following day the Imperial Divan honored the request, and Nile Temple came into existence.

The 466 nobles who signed the roll applying for a charter for Nile Temple were: Louis S. Abraham, Edward C. Adams, George L. Aggers, E. H. Ahrens, George N. Alexander, Watson Allen, William D. Allen, E. G. Ames, H. C. Anderson, Frank P. Andrews, R. M. Arms, Sigismund Aronson, John D. Atkinson, C. G. Austin, James L. Backman, Frank W. Baker, Fred K. Baker, Calvin T. Baldridge, Aaron T. Ball, James W. Ball, H. G. Ballou, Chas. H. Bamberg, H. E. Barker, E. H. Barker, A. D. Barrall, F. W. Beachwood, J. L. Beck, J. Henry Beckman, L. E. Beebe, Edgar C. Beebe, James H. Begg, Francis A. Bell, Scott Benjamin, G. Benninghausen, M. P. Benton, E. W. Bereiter, W. L. Bilger, George Boole, James Bothwell, Edmund Bowden, George E. Bradley, George W. Bragdon, E. C. Braun, Charles T. Brehm, Bruce Brier, C. C. Bronson, Isaac Brown, J. Edgar Brown, Chas. E. Burnside, James F. Bursleur, Chas. C. Burt, E. B. Burwell, John M. Butter, George E. Butts, Harry Cade, W. M. Calhoun, J. A. Calwell, Guy L. Camden, Albert A. Campbell, James Campbell, John Campbell, Thos. H. Cann, John S. Carman, Harry W. Carroll, Oscar L. Chapman, James S. Chase, Ross E. Chestnut, James Chisholm, Thos. H. Claffey, Cyrus T. Clapp, Clifford H. Clark, Robert F. Clark, William H. Clark, E. A. Claussen, Geo. H. Clementson, John H. Closson, A. Lou Cohen, Frank E. Cole, Nelson T. Colletto, W. R. Conner, Chas. E. Coon, Roos B. Cooper, George W. Coover, Jr., Albert G. Corbett, James H. Corbett, H. N. Cottle, Chas. B. Cowan, W. C. Cox, Edwin W. Craven, J. L. Crider, Wallace G. Cushing, Frank L. Dalaba, Jos. F. Davidson, G. B. Davies, Thomas A. Davies, Homer H. Dawson, Lewis R. Dawson, C. A. Dean, George B. Deering, Anton Demuth, Paul Denhart, A. B. C. Denniston, L. Y. Devries, George W. Dilling, William A. Doherty, C. A. Doty, William V. Douglass, Francis R. Drake, Francis G. Drew, Tascer P. DuBose, Andrew J. Duncan, Frank C. Dunn, Frederick R. Eacrett, Herman A. Eba, Frank R. Ebright, Nathan Eckstein, Matthius Elias, William H. Ellis, William J. Ellis, Charles O. Elwell, R. W. Emerson, E. W. Engel, Frank M. Evans, W. J. Ewart, Charles J. Fairbanks, Bert Farrar, A. S. Feek, Byron B. Fenton, C. M. Filmore, Frank J. Filz, Robert J. Fisher, William H. Fink, L. M. Foss, Edgar A. Foster, John C. Foster, A. W. Frater, D. E. Frederick, W. D. Freeman, Harry A. French, Sol Friedenthal, Orlando C. Frisbee, W. J. Fritz, Charles H. Gaffner, Edward J. Garrett, B. L. Gates, Robert J. Gault, James M. Gephart, J. A. Ghent, J. Bruce Gibson, Fred H. Gilman, Horace Gladstone, Patrick J. Glennon, J. W. Godwin, Herman Goetz, Emar Goldberg, Howard F. Goldsmith, James S. Goldsmith, Edward L. Gomoll, Charles W. Goodman, L. B. Gorham, Fred W. Graham, A. B.

Graham, Francis W. Grant, Judson R. Grant, George W. Gray, William T. Gray, Dudley I. Green, J. W. Green, Frederick M. Gribble, Ellis H. Gross, John Haley, P. A. Halberg, G. E. Hallock, James H. Halpin, A. Hambach, A. F. Hamill, F. M. Hamilton, Robert C. Hasson, C. F. Haussen, Henry T. Hayden, M. David Haynes, A. George Henderson, James H. Henley, Robert Henry, E. A. Hevly, Ira W. Hicks, F. G. Higgins, Fred H. Hinckley, R. C. Hitchcock, Bernard Hochstadter, H. J. Hoffman, Hugh H. Hogue, Thos. Hollis, George M. Holloway, H. W. Holmes, Harry Honeychurch, George M. Horton, J. C. House, William Howarth, Charles M. Howe, Lewis Howell, John H. Hughes, R. D. Hughey, John M. Hunsicker, J. C. Hunter, James W. Hupp, Harry D. Hurley, Ernest B. Hussey, F. L. Jacobson, James C. Jeffery, E. W. Jeffress, William Johns, Charles W. Johnson, D. A. Johnson, Fred C. Johnston, Richard Saxe Jones, Harvey S. Jordan, Joseph Jay Kelley, A. L. Kelsall, T. E. Kelsall, S. H. Kerr, Frank W. Kyer, W. G. King, Thomas Kleinogel, Eugene F. Kempster, Charles D. Knight, Charles F. W. Knight, Melvin A. Krows, Walter M. Krows, Edwin F. Lang, John H. Langton, H. W. Latimer, Frank B. Lazier, John Lillie, Chas. H. Lilly, Samuel B. Limerick, Theo A. Lipke, Frank S. Loeb, Samuel S. Loeb, S. J Lombard, U. K. Loose, William A. Lord, William T. Lovering, Frank B. Lucas, Ira D. Lundy, John Lynn, W. D. Mackey, John K. McRae, Peter G. MacRae, James C. Marmaduke, A. B. Martin, John L. Martin, M. H. Mathiesen, M. A. Mathews, John Megrath, C. W. Meldrum, Louis L. Mendel, Charles Percy Miller, John F. Miller, E. C. Million, Benjamin P. Milner, Ray Mines, F. S. Misho, J. Wilson Mitchell, Eric W. Molander, Byron F. Monroe, L. L. Moore, Ernest A. Morck, E. R. Morey, Elkan Morganstern, Ellis Morrison, Chas. H. Muller, Joseph A. Murphy, Lewis E. Murphy, Walter H. Murphy, B. W. Murray, William E. Murray, Wm. McCord, Charles R. McCoy, Dan McDonald, Rory McDonald, Duncan McDonald, John H. McGraw, H. P. McGuire, W. W. McGuire, William S. McKean, John S. McKenzie, W. E. McKenzie, George S. McLaren, John G. McLean, John L. McLean, William D. McLean, D. W. McMorris, David McNaughton, G. H. McPherrin, Robert McVey, J. R. Nagel, Charles F. Neal, John R. Nevins, C. E. Newton, George B. Nicoll, G. H. Nicholls, S. G. Olmstead, Charles G. Olson, Donald B. Olson, D. P. Oswald, W. F. Paddock, D. Lew Paramore, Thomas A. Parish, Frank W. Parker, Isaac Parker, A. E. Partridge, Charles E. Patten, James L. Paul, A. L. Peacor, Frederick Arthur Pease, John Pierce, William T. Perkins, Henry Peter, Fred H. Peterson, Jens C. Petersen, Fred S. Peterson, James Petley, C. C. Phillips, Jos. W. Phillips, Roger D. Pinneo, Dean W. Plants, Henry Pletsch, John A. Plum, Frank A. Pontius, Henry S. Porter, William G. Potts, John N. Prather, Fred Price, John E. Price, John C. Pringle, Christian Rabel, Otto R. Rabel, H. S. Ralston, Ralph Ramaker, H. A. Raser, James W. Rayburn, Charles D. Raymer, J. C. Redward, George J. Reiter, R. V. Rinehart, E. M. Rininger, C. D. Robinson, Joseph W. Roe, John B. Romans, Emanuel Rosenberg, John Rosene, S. A. Rosenfeld, E. W. Rossman, Charles J. Roth, George L. Roth, Henry Rothschild, Howard W. Roland, H. W. Rowley, C. L. Roy, E. B. Roy, W. J. Rucker, W. C. Ruckman, H. P. Rude, A. H. Ruelle, Phillip L. Runkel, Frank P. Rutherford, Rudolph Samet, W. H. Sanders, J. A. Schaefers, Albert Schlossmacher, Berman Schoenfeld, Herbert A. Schoenfeld, Louis Schoenfeld, Ralph A. Schoenfeld, A. Schofield, E. A. Scholz, Henry Schuett, Leo L. Schwabacher, Lewis Schwager, F. H. Scovill, Walter K. Seelye,

A. M. Sewall, Chas. W. Sewell, Frank I. Shaw, D. S. Shellaberger, Bertram E. Sherman, Dexter Shoudy, John Sievers, Harry Siler, Isador R. Singerman, Louis Singerman, Alfred C. Smith, A. L. Smith, Charles B. Smith, R. L. Sparger, H. R. Spears, Ralph S. Stacy, Francis M. Starr, George H. Stevenson, J. R. Stewart, Chas. L. Stickney, Harold W. Stimpson, Elmer Stinson, Henry G. Stelling, D. M. Stone, David Sutter, Joseph A. Swalwell, A. Swertman, A. S. Taylor, Elmer J. Taylor, O. P. Taylor, Henry D. Temple, Robert S. Terhune, Alex Thompson, James R. Thompson, John Rex Thompson, Moritz Thomsen, H. H. Tillotson, Thomas R. Tinto, W. Maurice Tobin, Nathan Todtman, William R. Tonkin, Daniel B. Trefethen, J. D. Trenholme, B. F. Turnbull, Horace A. Turner, E. F. Tyler, C. H. VanBrocklin, John B. Van Dyke, Ed. T. Verd, William Walker, G. F. Warmburg, C. A. Watrous, John Weinzirl, R. B. West, F. H. Westcott, W. F. West, John A. Whalley, L. H. Wheeler, C. Branch White, C. V. White, James White, R. J. T. White, Geo. W. Wilcox, Clayton D. Wilson, John R. Wilson, R. W. Wilson, William Wilzinski, Lewis Winans, John Winship, Peter Woeck, Enoch W. Wood, Lovett M. Wood, John C. Wright, S. Gardner Yerkes, S. W. Yerkes, David A. Young, Luther B. Youngs, Robert E. Zinn.

Under this dispensation the new temple immediately organized and the following officers were elected: Ernest B. Hussey, potentate; Ralph S. Stacy, chief rabban; Robert C. Hasson, assistant rabban; J. Bruce Gibson, high priest and prophet; Frank B. Lazier, oriental guide; Edgar C. Beede, recorder, and Robert J. Fisher, treasurer.

On June 6, 1909, the official charter was issued to Nile Temple and since that date the young Shrine so instituted has distinguished itself in the ranks of the organization. In addition to becoming the youngest temple of the organization to entertain the Imperial Divan, which event took place in Seattle on July 13, 14 and 15, 1915, Nile Temple has conducted the most extensive series of pilgrimages of any temple in the order. Almost immediately after receiving its charter in 1909, the temple conducted a 6,000-mile pilgrimage to Nome, Alaska, and followed this with a pilgrimage 7,500 miles in length through interior Alaska in 1912. In January, 1914, Nile Temple arranged and conducted a pilgrimage of 14,000 miles to Manila, and is duplicating this long journey in March, 1916. The Seattle temple has also conducted a pilgrimage to Juneau, Alaska, which event took place in August, 1915, immediately following the Imperial conclave held in Seattle.

At the Imperial Council of the Shrine held at Atlanta, Ga., in July, 1914, Nile Temple succeeded in winning the honor of being the youngest temple in the order to be extended the honor of entertaining the annual conclave, when Shrinedom voted to meet in Seattle in 1915. During the conclave over thirty-one thousand Shriners registered at the headquarters established by Nile Temple during the week of July 12 to 19, 1915.

On December 1, 1915, Nile Temple boasted of a membership of 1,951, and on July 1, 1916, the temple plans to move into its new home in the new Scottish Rite Cathedral, now under construction at Broadway and Pine streets. Nile Temple's jurisdiction extends over Alaska, portions of British Columbia and the Philippine Islands.

From the date of its organization in 1908 until May, 1914, Nile Temple occupied quarters in the Elks Hall, in the Alaska Building, and when that organ-

LOOKING NORTH ON SECOND AVENUE IN 1891 AND IN 1915

ization removed to its new home, Nile Temple took up its quarters at the Scottish Rite Cathedral at Broadway and Harvard Avenue.

The present officers of Nile Temple are: Donald B. Olson, potentate; George R. Drever, chief rabban; Ivan L. Hyland, assistant rabban; John C. Watrous, high priest and prophet; John Campbell, oriental guide; Frank E. Burns, treasurer, and Frank B. Lazier, recorder. The following are the appointive officers of Nile Temple for 1916: A. F. Hamill, first ceremonial master; James R. Crawford, second ceremonial master; R. S. Terhune, director; Archie W. Shields, marshal; Richard W. Huntoon, captain of guard; C. B. Knight, outer guard and historian; J. Wesley Young, first alchemist; F. A. LeClercq, second alchemist; George R. Drever, captain arab patrol; Harvey J. Woods, director of band; Dr. Don H. Palmer, medical director; Dr. H. C. Ostrom, assistant medical director.

Past potentates of Nile Temple are Ernest B. Hussey, Ralph S. Stacy, Robert C. Hasson, Frank B. Lazier, Daniel B. Trefethen, John L. McLean, John Rex Thompson and Joseph A. Swalwell.

KNIGHTS OF PYTHIAS

While Ivanhoe Lodge No. 1, Knights of Pythias, was instituted at Walla Walla, January 27, 1873, it was not until 1879 that this order became represented in Seattle. Under dispensation granted on May 23, 1879, by Supreme Chancellor D. B. Woodruff, Harmony Lodge No. 5, Knights of Pythias, was instituted in Seattle on June 30th following, with the following charter members: H. A. Bigelow, O. O. Denny, W. E. Wilson, G. B. Reynolds, F. A. Young, J. W. Hunt, L. M. Robins, C. F. Coulter, C. T. Schroeder, G. R. Finn, M. A. Kelly, C. Hanford, R. H. Wizerman, M. Norton, James H. Woolery, C. Crater, Fred Marco, J. H. Waugh, J. Kennedy, Gardner Kellogg, C. M. Spaulding and D. Kennedy. On all of these, excepting L. M. Robins, a former member of the order, the three degree ranks were conferred. The newly instituted lodge then chose the following officers: H. A. Bigelow, chancellor commander; O. O. Denny, vice chancellor; W. E. Wilson, prelate; George B. Reynolds, keeper of the records and seals; Fred A. Young, master of finance; M. A. Kelly, master at arms; C. Crater, inner guard, and C. F. Schroeder, outer guard. On January 2, 1903, Harmony Lodge was assimilated by Queen City Lodge No. 10, and this consolidation marked the passing, after nearly twenty-five years of existence, of the earliest Pythian order of this city.

In May, 1883, W. G. Ronald, past grand chancellor of the order at Washington, who was then affiliated with Oak Leaf Lodge No. 86, of Sacramento, Cal., came to Washington Territory. On his arrival in Seattle he found only four living lodges in the then Territory of Washington. John W. Linton, who later perished in the Johnstown flood, was the supreme chancellor of the order at that time, and after several months of effort, a special dispensation was issued by him whereby Queen City Lodge No. 10 was instituted, on November 15, 1883, with Deputy Supreme Chancellor George W. Alexander officiating. The following officers were chosen: Emanuel Jackson, past chancellor; William Leslie, chancellor commander; Frank C. Young, vice chancellor; W. G. Ronald, prelate; Lewis Peltz, master of exchequer; John Stratman, keeper of records and seal; D. J. McKinney, master of finance; C. B. Tarlton, master of arms; Alfred Page, inner guard, and Jacob Zebb, outer guard. These officers, together with C. R. Brewster,

constituted the charter membership of Queen City Lodge which today, after having absorbed a number of other lodges, is one of the largest and most influential units of the national organization. Walter G. Ronald and D. J. McKinney are the only survivors among its charter members.

In February, 1884, the order had grown to such an extent that sixteen lodges requested a dispensation authorizing the establishment of a grand lodge in Washington Territory. This request was immediately favored, and on February 27, 1884, the territorial grand lodge was established by Deputy Supreme Chancellor Alexander at Tacoma, and former Mayor John T. Jorden became the first grand chancellor.

Since the establishment of the Washington grand lodge, a number of lodges have been instituted in Seattle, but the majority of these either consolidated with the larger organizations or surrendered their charters, so that today there are four substantial Pythian lodges in Seattle. These are Queen City Lodge No. 10; Seattle Lodge No. 51, organized March 1, 1890, with a membership of fifty-six; Ballard Lodge No. 123, organized October 22, 1903, with a membership of twenty-six, and Banner Lodge No. 139, organized March 22, 1909, with a membership of forty-nine. These four lodges today have an aggregate membership of nearly 3,300, including the uniform military department.

Among the lodges organized since 1884, which later affiliated with others or surrendered their charters were: North Star Lodge No. 49, instituted in February 21, 1890, by Past Grand Chancellor A. C. Bowman, and which affiliated with West Seattle Lodge No. 94, in January, 1898; Lake Lodge No. 68, instituted March 13, 1891, by Past Grand Chancellor Walter G. Ronald, and which consolidated with Seattle Lodge No. 51, in January 1898; Puget Sound Lodge No. 71, instituted April 9, 1891, by Past Grand Chancellor F. C. Young, and which consolidated with Queen City Lodge No. 10, in April, 1899; Laurel Lodge No. 76, instituted by Past Grand Chancellor Walter G. Ronald, September 9, 1891, and which consolidated with Seattle Lodge No. 51, in April, 1899; Park Lodge No. 89, instituted April 9, 1892, by Past Grand Chancellor Ronald, and which was assimilated by Harmony Lodge No. 5, in 1896; Unity Lodge No. 90, instituted by Past Grand Chancellor Ronald, April 15, 1892, and was consolidated with Queen City No. 10, in April, 1899; Woodland Lodge No. 93, instituted by Past Grand Chancellor E. P. Edsen, July 16, 1892, and which surrendered its charter January 18, 1900; West Seattle Lodge No. 94, instituted July 30, 1892 by Past Grand Chancellor W. H. Cowie, and which consolidated, after a varied career, with Seattle Lodge No. 51, on July 15, 1913; Green Lake Lodge No. 153, instituted June 17, 1909, by Grand Chancellor Otto A. Case, and which consolidated with Queen City Lodge No. 10 on September 9, 1913, and Tyee Lodge No. 171, instituted April 5, 1911, by Grand Instructor Clark V. Savidge, assisted by Past Grand Chancellor Case, with a charter membership of 110, the record of the organization in the state, and which consolidated with Seattle Lodge No. 51, on November 30, 1914.

In 1880 the Knights of Pythias established its endowment or insurance department among the Seattle lodges with twenty-one members, carrying approximately $45,000 insurance. On January 1, 1916, this department had 967 members, insured for $1,358,500. Since its establishment it has paid 114 death claims,

aggregating $203,311.71. This department, on January 1, 1916, had $149,000 invested in Washington securities and other premium paying investments.

December 31, 1887, Seattle Company No. 1, of the Uniform Department of the Knights of Pythias, was established in Seattle. Gen. H. A. Bigelow, then a staff officer, under dispensation issued by Supreme Chancellor Howard Douglas, installed the uniform department with a membership of forty.

The first officers of Seattle Company No. 1 were: J C. Haines, captain; J. B. Metcalfe, first lieutenant; T. R. Smith, second lieutenant; H. F. Jones, first guide; John Kelly, second guide; George D. Secord, recorder.

Since the installation of this company, and especially during the period it was commanded by Otto A. Case, it carried off the drill honors at several national conventions and today possesses a number of handsome trophies won in these competitions.

SEATTLE LODGE NO. 92, B. P. O. ELKS

Seattle Lodge No. 92, Benevolent and Protective Order of Elks, was instituted on July 12, 1888, with the members of San Francisco Lodge No. 3 officiating at the ceremony.

The installation ceremonies took place in the old Bijou Theater on Second Avenue South, just off Yesler Way, and the eight charter members were: D. E. Mulligan, F. H. Wadleigh, John Caldwell, A. Slorah, W. F. Allen, J. C. Nixon, George Ott and J. F. Young. These few men, in organizing the first lodge in Seattle, experienced more than the usual difficulties attending such proceedings, for they had hardly perfected their organization, and moved from the Bijou Theater to the old Frye Opera House, when the disastrous fire of 1889 struck Seattle, destroying the young lodge's home, together with all the records of the first days of the organization. Among the souvenirs preserved from the fire is a photograph of the officers of the Seattle lodge, but whether these were the first lodge officials or their successors has not been substantiated. They were: S. Martin, exalted ruler; D. E. Mulligan, esteemed leading knight; George McConnell, esteemed loyal knight; John Madigan, esteemed lecturing knight; William Allen, treasurer; F. W. Parker, secretary; Henry Smith, tyler; B. Subonsky, chaplain; John Bird, inner guard, and H. Lloyd, outer guard.

The period following the disaster of 1889 was exceedingly trying to the little band of pioneer Elks. The depression following the fire continued during the following three or four years by the financial crisis of the early '90s, making organization work difficult, but they persevered and No. 92 continued to grow, though but slowly. Some stimulus to the Seattle lodge was created by the visit of Grand Exalted Ruler Simon Quinlan, who visited Seattle in the winter of 1889-90. After the fire the lodge had secured quarters in the section of the city known as Belltown. Soon after the down town district had been more or less reconstructed, the Seattle lodge moved, temporarily, to an old church building on Second Avenue, near Columbia Street, and from there to the top floor of the Odd Fellows Building. The lodge remained in this building until 1902, when it moved to the Colman Building. These quarters were the scene of the lodge's activities until the completion of the Alaska Building in 1905, when the Elks leased the two upper floors of the new skyscraper, as this building was then known as the tallest building in the Northwest.

At this time the lodge had over five hundred active members enrolled, and among them a sentiment was developing in favor of the erection of a building of their own. The discussion of the proposition of building an Elks temple led to the formation, on December 16, 1908, of the Elks Investment & Construction Company.

This company was organized by and for the members of Seattle Lodge No. 92, B. P. O. E., and it was expressly provided that, while stock could be purchased by individual members, at no time would the controlling interest in the company pass from the control of the lodge itself. With the sanction of the lodge, the Elks Investment & Construction Company was then incorporated by the following: R. H. Lindsay, S. L. Crawford, Julius Redelsheimer, M. B. Crane and E. H. Jackson. These men were in active charge of the building plans, including the purchase of the necessary site. On March 14, 1912, George W. Stetson and H. A. Laubscher were added to the board.

Prior to the organization of this company, the Seattle lodge had voted $10,000 to be applied as first payment on the purchase price of the site, the original price of which had been quoted at $70,000. Interest on deferred payments, local improvement assessments, taxes and other items increased this price to $110,000. The site has a frontage of 60 feet on Fourth Avenue and 111 feet on Spring Street, and upon the acquisition of this site, August 1, 1912, this board retired. The lodge then selected a new board empowered to finance and construct the proposed temple. This board comprised: George W. Stetson, chairman; Fred W. Newell, vice chairman; Armand F. Marion, secretary; R. Sartori, treasurer, and George W. Andrews, J. E. Gabriel and Frank W. Parker. The death of Mr. Andrews in 1913 created a vacancy, and R. H. Lindsay was appointed The contract for the construction of the new building was signed with the Puget Sound Bridge & Construction Company on December 12, 1912.

On March 29, 1913, with appropriate ceremonies, and a representative attendance from most of the Elks' lodges in the Northwest, the corner stone of the Elks' temple was laid. Cemented in the corner stone are a Bible, the roster of the Seattle lodge, a coin of each denomination issued by the United States in 1913, photographs of the officers of the lodge, together with those of the different committees, and other appropriate data pertaining to the organization. This handsome new building, which is of entirely modern construction, is nine stories in height, and is fitted up handsomely throughout. Three of the floors are devoted to living rooms for members of the order, while the balance, with the exception of two small stores fronting on Fourth Avenue, are fitted up with accommodations for the membership in general.

The basement and sub-basement are fitted with bowling alleys, turkish bath appurtenances and a spacious swimming pool, each of which is liberally patronized by the members of the local lodge and their visiting brothers. The lodge room where the ritualistic exercises of the order are held is on the top floor of the building. This big room is also used for social purposes on occasion, but the building also has a smaller room fitted with a stage for entertainments.

This building, claimed by Seattle Elks to be the handsomest and best equipped Elks' home in the West, was completed and thrown open to the members, with an elaborate program lasting three days, on May 21, 1914. The total cost of the building, exclusive of the furnishing, was $334,000. The furnishings are esti-

OLD ARMORY ON UNION STREET NEAR FOURTH AVENUE

mated to have cost an additional $70,000, of which $10,000 for the pipe organ in the lodge room was acquired by a public entertainment given by the lodge in December, 1913.

Since the organization of the Seattle Lodge of Elks, in 1888, the following have served as exalted ruler: S. Martin, D. E. Mulligan, Frank W. Parker, James Hamilton Lewis, T. J. E. Scoones, Will H. Parry, George A. Newlands, D. B. Jackson, William Hickman Moore, Richard Saxe Jones, Lawrence L. Moore, W. R. Bell, J. J. Alexander, Boyd J. Tallman, E. R. Ingersoll, H. W. Rowley, Edward Von Tobel, W. H. Grant, Elkan Morgenstern, J. Warren Upper, E. B. Herald, Thomas J. Ivers, Ray L. Hodgdon, E. F. White and Dr. A. E. Burns.

The following officers have been elected to serve from April, 1916, to April, 1917: Henry A. Monroe, exalted ruler; Ben P. Milnes, esteemed leading knight; John E. Drummey, esteemed loyal knight; Dr. Lee Baker, esteemed lecturing knight; A. E. McBreen, treasurer; Stacy Shown, tyler; James R. Brewster, trustee, and Dr. A. E. Burns, delegate to the 1916 grand lodge convention.

On March 1, 1916, Seattle Lodge No. 92 had 2,103 members enrolled, giving it the ranking of third largest lodge of Elks in the United States, and correspondingly of the world, as the organization is purely American. Seattle also has the distinction of being the only city in the United States outside of New York City possessing two distinct Elks lodges, for the Ballard lodge, organized in 1894, prior to the consolidation of that city with Seattle, continues to retain its individual identity, just as the Brooklyn lodge did after the consolidation of that city with Greater New York. The Ballard lodge is a thriving organization with over four hundred members, and owns its own home in that suburban district.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION

With the building of buildings and the great enterprises of industry and commerce the building of strong, efficient men has gone hand in hand. The greatest asset of Seattle is its people. The energy which has driven the machinery of progress has been in its sturdy stock of restless men and women; and the hands at the levers belong to the city's boys and girls who in the warmth of ambition have learned the stern science of mastery and control. In the training of Seattle's young men and young women for the constructive tasks of clear-headed leadership two institutions, the Young Men's Christian Association and the Young Women's Christian Association, have rendered services of lasting value.

The Seattle Y. M. C. A. is a great modern, highly developed plant whose "raw stuff" is the man stuff of the community and whose "finished product" is a highly efficient human machine. It is a store house of force and virility chiefly because its enterprises have been directed by men of determination who began the work on a small scale and developed the extensive organization of today.

It is not at all surprising that in the very earliest records of the Seattle Y. M. C. A. is found the name of Dexter Horton, the business man who did things and whose compelling force as an organizer started many useful enterprises on their way. The Y. M. C. A. movement began informally at a public meeting held June 28, 1876, at the house of Mrs. David S. Maynard, which stood then

on the corner of First Avenue South and Main Street. It was a preliminary meeting where the citizens discussed in a general way the advisability of organization and the test of membership. Several other conferences were held and finally, on August 7, 1876, the Young Men's Christian Association of Seattle was organized with Dexter Horton as its first president.

On the last day of the following year the association leased a hall in the upper part of a building on the corner of First Avenue and Madison Street, later destroyed by fire. A change was made from these quarters June 1, 1879, when the association joined with the Bethel Association in renting and furnishing a hall near the wharf on Yesler Way. But exactly two months later a fire broke out in the Yesler mill and the hall was burned with it. The association lost all of its furniture except an organ which T. Coulter rescued after he had run a gauntlet of flames.

The association then went back to its old hall and remained there until May, 1881, when it moved to the Squire Block on First Avenue South, also destroyed by fire later. There a reading room was opened and public meetings were held. In the fall of the same year a coffee house was opened in connection with the reading room. After the association had remained in these quarters for about two years, J. M. Colman offered at a very low rental a set of rooms over a grocery store at the corner of First Avenue and Marion Street, and the offer was accepted.

From this time little energy was shown in the conduct of the organization until May, 1884, when Clark Davis, the assisting secretary of the Portland Association, accepted the position of general secretary in Seattle. He found the work at loose ends. Nothing definite was being done for the young men, and the opinion was prevalent that the association was little more than a fifth wheel of the churches. Through his energy the organization gained strength and purpose, one of the innovations during his administration being the formation of a ladies' auxiliary.

In February, 1885, Davis resigned his charge to go into the ministry. The association was without a general secretary until April 6, 1886, when George Carter, one of the workers in the Victoria Association took the position. From that time the association made rapid and steady progress. Mr. Carter's liberality of spirit, his knowledge of men and his tact made the organization popular, while his energy and enterprise kept it up to a high plane of efficiency.

Soon after Mr. Carter came to Seattle the rooms became too small and search was made for more commodious quarters. Judge W. D. Wood and several other citizens interested themselves in procuring rooms suitable for the increased needs of the association including a place where a gymnasium might be fitted up. The desired location was finally found in a building owned by Amos Brown at the corner of First Avenue and Spring Street. Mr. Brown favored the association with a lease for three years at a very low rental, and the new quarters were occupied in October, 1886. As soon as a reading room, a room for games, a library, parlor, chapel, gymnasium and three bath rooms had been fitted up the membership increased rapidly. In October, 1887, the work for young men was put on a more definite basis, and the gospel services, which previously had been for both sexes, were continued for men only.

It was not long, however, before these rooms were again found too small to

accommodate the 300 young men who made up the membership and in April, 1888, Dr. E. C. Kilbourne headed a movement to secure a permanent home for the association. After the proposition had been thoroughly canvassed it was decided that the young men should buy a lot, calling upon Seattle's business men for money for a building. At the conclusion of a public dinner at the old Occidental Hotel $8,000 of the money needed for a site was pledged, and $12,000 was subscribed within forty-eight hours. With this sum a site was purchased on the west side of First Avenue between Union and Pike streets. Work was begun immediately and on April 12, 1889, the rear portion of the building, which included a gymnasium, auditorium and reading room, was completed and ready for occupancy. The new quarters represented an expenditure of $22,000 and were made so attractive that the daily average attendance reached 200. With a branch association at Ballard the Seattle organization became the equal of any other in the Northwest.

When the magnificent six-story modern building at the corner of Fourth Avenue and Madison Street was completed in November, 1907, the membership had reached the 1,400 mark. To keep pace with the rapid increase in members the east half of the adjoining Stander Building on Fourth Avenue was purchased in 1911. Today the membership, men and boys, is about four thousand five hundred and the association has become one of the best equipped institutions of its kind on the Pacific Coast. Its present material value approximates $510,000; its value as a moral, physical and spiritual force in the city is inestimable.

In addition to a large force of employes, the association utilizes a volunteer working force of about five hundred which gives a good deal of time to the planning and execution of the work. The association is essentially a young working men's organization, for nearly the entire membership are either in school or at work. But its efforts are not limited to its membership or to the building. It directs work in shops, factories, high schools and homes. It conducts camps and camp schools, it has its part in similar work for young men in mission lands. It is unique in its field. It has no rival as a low-grade technical institute —a school that keeps so close to the shop, the factory, the office and the store that the student may learn during his spare hours one day what he may apply at his work the next.

Among the important phases of the Y. M. C. A. work are the boys' department, the religious work section, the advisory and employment department, physical department and the educational department. Its purpose is to give young men efficiency and character.

In the list of presidents of the Seattle Y. M. C. A. since its foundation are the names of some of the city's most energetic men, as follows: Dexter Horton, 1876-1882; D. B. Ward, 1882-1883; G. M. Johnson, 1883-1884; E. F. Sox, 1884-1885; A. S. Burwell, 1885-1888; J. B. Denny, 1888-1889; Dr. J. B. Eagleson, 1889-1890; Dr. E. C. Kilbourne, 1890-1895; J. M. Colman, September, 1895, to December, 1895; Dr. J. B. Eagleson, 1895-1901; T. S. Lippy, 1901—present time.

The board of directors of the association today, January, 1916, includes, T. S. Lippy, president; Dr. J. B. Eagleson, vice president; J. A. Cathcart, treasurer; J. C. Black, secretary; L. J. Colman, H. R. King, A. S. Burwell, Dr. E. C. Kilbourne, C. H. Kiehl, F. A. Ernst, A. Robinson, William H. Lewis,

Austin E. Griffiths, Dr. P. W. Willis, William M. Calhoun, Jas. B. Murphy, F. S. Bayley, C. J. Erickson.

THE ARCTIC CLUB

The idea that the city should have a general headquarters where Alaskans might become better acquainted with each other and with the people of Seattle seems to have prevailed almost from the time when Alaska began its important development.

For several years previous to 1907 there had been an organization in Seattle known as the Alaska Club. Its work was more commercial than social; its objects were to maintain a reading room and meeting place for Alaskans with an exhibit of the resources of the Northern territory and an information bureau. It sought to act with the commercial bodies of Alaska in securing publicity for the district for the purpose of promoting its welfare.

In 1907 the Alaska Club had its headquarters on the fifteenth floor of the Alaska Building where it maintained an exhibit and distributed Alaska information and literature. The officers of the club then were J. E. Chilberg, president; William Pigott, vice president; W. D. Wood, second vice president; William Sheffield, secretary, and John W. Troy, superintendent. With the Chamber of Commerce, this club was largely instrumental in promoting the Alaska-Yukon-Pacific Exposition in Seattle, its president and secretary becoming the president and secretary respectively of the exposition.

The need of extending the functions of the club was often discussed and in the latter part of 1907 E. A. Von Hasslocher, formerly of Ketchikan, conceived the idea of a greater organization. He interested A. D. Coulter, a former newspaper man of Chicago, and together they planned the Arctic Club. They immediately began a vigorous campaign for membership in the club and for subscriptions to stock in the Arctic Construction Company which they organized to erect a building.

In April, 1908, the Arctic Club and the Alaska Club were consolidated. President Chilberg, Secretary Sheffield and other officers of the Alaska Club took up the work of promoting the Alaska-Yukon-Pacific Exposition, while John W. Troy, the superintendent, devoted himself to the promotion of the Arctic Club. The new club was finally organized and incorporated in May with the following officers named in the articles of association: Thomas Bruce, president; A. D. Coulter, vice president; E. A. Von Hasslocher, secretary and treasurer. These men with John W. Troy and Winfield R. Smith constituted the first or provisional board of trustees. The advantages of the club were well presented and because the people of Seattle quickly appreciated the usefulness of the organization its membership grew beyond all expectations.

The promotion of the club was managed chiefly by Von Hasslocher and Coulter, who devoted their entire time to the work, employing Troy and C. C. Coulter to assist them. An extensive campaign through Alaska by A. D. Coulter and Troy netted more than two hundred members. After two years work they completed a charter membership of 1,200.

The magnificent club building on Third Avenue near Yesler Way was going up rapidly in the summer of 1909 when a fire occurred in the warehouse where a large portion of the furniture was in storage awaiting the completion of the

HOTEL FRYE

ARCTIC CLUB

building. Much of the furniture was destroyed or damaged. The fire together with other delays in completing the construction work postponed the opening of the new club rooms until October 15, 1909. On that date the membership included 199 life members, 667 resident members and 330 non-resident members a total of 1,196. In a year the membership had increased to 1,509.

At the first annual meeting December 4, 1908, the following officers were elected: Falcon Joslin, president; E. W. Johnson, vice president; William Pitt Trimble, second vice president; E. A. Von Hasslocher, secretary; C. C. Coulter, treasurer. The next year John P. Hartman succeeded Johnson as vice president; H. C. Ewing was chosen treasurer to succeed Coulter, resigned, and Maurice D. Leehey was elected secretary to succeed Von Hasslocher, resigned.

The men who have served as presidents of the Arctic Club since its organization are: Falcon Joslin, 1909-1910; Clyde L. Morris, 1910-1912; Robert L. Sparger, 1912-1913; Edgar L. Webster, 1913-1914; George W. Allen, 1914-1915. The present officers are: George W. Allen, president; George Matzen, first vice president; Charles A. Dean, second vice president; Lyman H. Woolfolk, treasurer; Brown W. Robinson, secretary; William M. Calhoun, William C. Dawson, James E. Reifsnider, Chester E. Roberts, trustees.

The fine home of the Arctic Club at Third Avenue and Jefferson Street includes elegant reading, dining and billiard rooms, a buffet, library, assembly room and 120 sleeping rooms.

THE UNIVERSITY CLUB

The University Club of Seattle was organized and incorporated December 6, 1900, by Charles E. Shepard, Edgar Ames, Richard D. Baker, J. P. Derwent Llwyd, W. A. Peters, Bernard Pelly, Erastus M. Brainard, O. H. P. La Frage, Daniel Kelleher, Thomas Burke, Winlock W. Miller, Herbert H. Gowen, F. C. Newton, E. W. Andrews, George A. Hurd, C. M. Austin, L. B. Stedman, Marshall Bond, Pendleton Miller, E. B. Downing, R. C. Washburn, J. G. Pyle, Charles H. Bebb. It was established essentially as a social organization for mutual acquaintance among Seattle graduates from colleges or universities of recognized standing.

At the first meeting of the club held on January 22, 1901, Edward W. Andrews, Yale University, class of 1875, was elected president; Erastus M. Brainard, vice president; Clarence M. Austin, secretary, and Bernard Pelly, treasurer. The club house, a large frame structure which stands today at Madison Street and Boren Avenue, was opened the same month.

The presidents of the club since organization have been: E. W. Andrews, 1901-1909; W. A. Peters, 1909-1911; A. F. McEwan, 1911-1913; George Ladd Munn, 1913-1915; Livingston B. Stedman, 1915. The present officers (1915-1916) are: Livingston B. Stedman, president; Herman Chapin, vice president; Samuel L. Russell, secretary; Bernard Pelly, treasurer.

The club today boasts of a membership of 164. The present home is owned by an enthusiastic member of the club, who has extended the organization an indefinite lease. It was formerly one of the prominent residences of Seattle, and the quarters of the club are ample for the present. However, there is a prevalent feeling among the members that the club should own and occupy a building of its own.

The club is designed to afford a means for the congregation of university and college graduates and their social intercourse. It is affiliated with the university clubs of other communities.

Frequent social entertainments are sponsored by the organization during each year.

CHAPTER XXXIV

INDUSTRIAL SEATTLE

The four cornerstones upon which manufacturing is built consist of raw material, labor, power and transportation; all of which are necessary to the building of any manufacturing center. If Nature has not provided the raw material, then labor must, through transportation and power, make it available before such manufacturing center can become an accomplished fact. Nature was kind to the Puget Sound country. Through the operation of her laws the coal was deposited under the hills of King County, the mountains were thrown up, the streams of water started down their sides to fall in cascades from their heights, the forests were planted and the seedling trees became the giants which covered the shores of Puget Sound, the finest and greatest harbor area Nature ever created. Thus it will be seen that Nature provided raw material, navigable waters and power for labor to utilize in producing the manufactured articles demanded by transportation before commerce could be established.

Labor, an element always in a condition of flux, felt the demand and came to the place where Nature had so lavishly provided those things necessary for its employment. Naturally the first result of the application of labor to raw timber material was piling, ship knees, spars and square timbers; all products requiring but little machinery in their production. Machinery and power were added to raw material and labor and the pioneer was able to saw lumber. Still more machinery was added to the plant and the sawed lumber became furniture, sash, doors and finished lumber.

Having obtained the result of the application of labor and power to raw material, the pioneer sought means whereby these products might be exchanged for those articles which he needed. Transportation was brought into his plan, the waterways which Nature had provided were utilized, vessels sailed into the Sound and commerce was established. Wagon roads were built and over them came the coal from the hills and the cattle from the valleys beyond the mountains. Through the building of these roads more raw materials became accessible and beef, mutton, and other food products, as well as leather and glue, were added to the factory output.

Railways were built to the mines, and from them over the mountains to the stock ranges and wheat fields of Eastern Washington and still more raw material was brought to tide water at Seattle. The coming of the railways wrought a great change in the manufacturing industry. Mills were constructed for the purpose of turning the grain into flour and other cereal foods; increased receipts of live-stock made necessary the building of larger slaughter houses, cold storage plants and by-product factories. Dressed beef, mutton, pork, hams, bacon and lard were shipped out of Seattle. The hides were tanned into leather and the leather made into harness, belting and shoes, while the hoofs furnished glue and

the offal went back to the land as fertilizer. The sheep's wool is no longer sent to build up the factories of some other city, but is made into cloth in a King County mill, from which it goes into a Seattle factory and is there made into mackinaws and overcoats.

Spars and ship knees are still exported from the Sound, but they are also used by local ship building concerns in the construction of as good vessels as are launched from the ways of any ship yard in the world. Furnishing piling for sailing ship cargoes was the earliest timber industry, and Puget Sound piling is still in demand in coast seaports; but nowadays the piles are treated to a creosote bath in a Seattle factory before they go to support the wharves of other cities. The place occupied by salted fish and fish oil in early days has been taken by canned fish, codfish bricks and the millions of pounds of frozen halibut, salmon and other fish now shipped out of Seattle annually. Fish oil, glue and fertilizer are still important items, but they are now by-products.

Coal has played an important part in the development of Seattle's manufacturing industry, and while the exports have fallen off during the last few years, it still furnishes heat for the production of steam power which is used direct, or turned into electricity, and is transmitted over wire to turn the wheels in factories far removed from the furnace in which it was burned to a cinder, good only for filling in the tide lands that other factories may arise thereon. The millions of horse power generated by the falling water of mountain streams is harnessed and, yielding to transportation, comes over miles of wire to operate factories on Elliott Bay.

Just as raw material, labor, power and transportation are necessary to the building of a manufacturing industry, so is that industry necessary to the building of a city. That the pioneers recognized the fact that the exportation of its raw products would never make Seattle a city is shown by the following letter written the Intelligencer and published in its issue of May 11, 1868:

"The lumbering business of the Sound has made itself known and felt throughout the world; but when this has been said, the whole story has been told. The lumber has been exported in the state in which it left the mill, thus building up a great carrying trade, and which trade has been found more profitable than in the original production of the lumber. While this lumber has been exported to other places, and there used in ship building, no ships have been constructed here, right on the ground where the lumber has been produced, thus losing to the Sound not merely the expense of carrying the lumber, but all that immense wealth which necessarily accrues in the industry of ship building.

"It can be seen at a glance how this has reacted to the detriment of all kinds of human industry. The farmer has not been able to find a market for his produce; thus farming has not paid, nor that interest developed. The rivers tumble down the rapids and cascades from the mountains unutilized; the farming lands lie vacant and unimproved; the carrying trade between place and place is precarious and languishes.

"As a result, every pound of iron we use, and every garment we wear, is manufactured elsewhere, and we have to pay for its manufacture, and not only that, but for the increased cost of transportation and percentage of every sale."

It is a noteworthy fact in the history of the conquest and development of America that the pioneer in many lines of industry has not been the one who

SECTION OF SEATTLE'S WATER FRONT IN 1915, LOOKING EAST

won fortune's smile. The profits which should have gone to him as compensation for his struggle under adverse conditions have gone to the man who followed him and about all the pioneer received was the small satisfaction he might obtain through seeing his early efforts develop into successful enterprise. While other hands than his too often reaped what he had sown, the owners of these reaping hands, blinded by their own conceit, have frequently attributed the pioneer's failure to a lack of business ability. Perhaps he did lack business ability—as that quality is defined at the present time—but the blame should attach to the so-called "efficiency" methods of modern days rather than to the pioneer. He was a man living close to nature; a man with a sympathetic understanding of her great fundamental laws and a man therefore out of harmony with the extreme selfishness and dishonesty of modern business tactics. He was a man possessed of that happy mental caliber which could derive more pleasure in making two blades of grass grow where one grew before than in counting over the dollars which came to him as the result of the operation.

Whatever shortcomings modern civilization may charge against him, the most "efficient" must admit that the pioneer was a resourceful man. He could "hoe his own row" in his battles with any of Nature's forces—and she was just and rewarded him according to his deserts. If he subdued the forest and planted a crop, his was the harvest. The Seattle pioneers were in no wise different from those of other sections, so it is not surprising that they established factories for making those things which would contribute to their comfort and pleasure long before the little town had reached the position of importance usually associated with manufacturing centers. High transportation charges placed many of the products of eastern factories beyond the reach of the pioneer pocketbook; raw material and labor were things which he possessed, so the little city made its own lumber, leather, soap, furniture, sash, doors, ships, etc.

SECOND INDUSTRY A TANNERY

Seattle's second manufacturing enterprise was the tannery of M. R. Woodin & Son, which occupied the north half of the block at the southeast corner of Yesler Way and Third Avenue, and was established shortly after the close of the Indian war of 1855-56, the equipment consisting of several large vats. Power for grinding the bark used in the tanning operations was obtained from a small creek which, at that time, ran down the hill from a spring near Sixth Avenue and Madison Street. Hides were plentiful and Woodin & Son did a good business for a number of years, most of their leather being sold to the other settlements on the Sound or shipped to San Francisco. The tannery passed into the ownership of D. K. Baxter, who operated it until in October, 1874, when it was leased to M. H. Davis. Later it was dismantled to make room for other buildings.

M. D. Woodin, in addition to being Seattle's first tanner, was also her first boot and shoe maker, he having opened a shop here about the time he moved from Steilacoom, where he had been located for some years, the books of the Hudson's Bay Company showing that as early as 1850 he had been employed by that firm. As nearly all the pioneers had their own shoe repair kits the need of cobbler shops did not develop for a number of years after the first settlement had been made at Seattle and even then the early cobbler and shoemaker did

other work part of the time. His trade was a side line which he followed only as occasion demanded. In 1864 A. J. Smith was trying to establish a harness and saddle manufacturing business in the town, but as horses were few his efforts proved futile. The stores were able to sell Eastern or California made shoes at a lower price than that charged by local manufacturers, so the imported article supplied the market.

BOOT AND SHOE MAKING

In the first issue of the Puget Sound Semi-Weekly, April 5, 1866, appears the advertisement of John McDonald who announced that he had opened a boot and shoe making shop on Yesler Way. It would seem that one shoe factory was about enough for a pioneer town such as Seattle was at that time, but, in August, McDonald found that competition had entered the field in the shape of another shop which Wold Brothers had opened on First Avenue South. The new firm advertised that it had received large consignments of high grade leather from Calilfornia and would make boots at prices ranging from $8.00 to $13.00 per pair. In this instance competition must have been the death of trade, for in a few months both shops had ceased to advertise.

H. Jones, established in 1867, announced in April, 1870, that he was prepared to handle custom work in his boot and shoe store on First Avenue South, where he also kept a stock of leather and findings. Competition again developed, for the next week The Puget Sound Boot & Shoe Manufactory, R. J. Moore, foreman, announced that it "will make to order, and keep constantly for sale, at the lowest market prices, gentlemen's fine calf, kip and stoga boots and shoes." In the same paper it advertised for two boot makers, and C. L. Mitchell announced that he had permanently located in Seattle and would guarantee satisfaction to all those who patronized his harness factory and store on Yesler Way; a guarantee he must have made good as he remained in business until the big fire, after which the business was reorganized by J. M. Bemiss, who conducted it for many years. Moore, in July, 1870, purchased the interests of his partners in the Puget Sound Company, and becoming sole owner of the business, continued it for a number of years.

During the decade between 1870 and 1880 the making of boots, shoes and harness really became an established industry. The plants, while small and in most cases one man affairs, turned out a good product which met with a ready sale. These small establishments continued to increase in number down to the time of the big fire of 1889, when the greater number of them was destroyed. Shoe making in that day was a business requiring very little machinery—at least this is true of the Seattle shops—and this, perhaps, accounts for the fact that present day firms, all of which have been organized since 1890, cannot be traced to a foundation upon any of the small plants that went to feed the flames on June 6, 1889. A number of the owners of the burned shops opened new places of business after the fire, but none of these became the progenitor of present day factories.

L. A. Treen came to the Puget Sound country as a member of the Mercer party in 1866 and shortly after his arrival opened a shoe store and factory at Olympia. Treen worked out a system of measurements whereby he could insure a perfect fitting boot or shoe and as he was a good workman, soon built up a

SEARS, ROEBUCK & COMPANY, UTAH AVENUE

good business. Removing to Seattle in December, 1878, he opened a business on First Avenue South. About a year later he was joined by George Raymond and under the firm name of Treen & Raymond built up a very fine business. Raymond later went to Bellingham, where he died in 1915 within a few weeks after having been inaugurated mayor of that city. Lewis A. Treen is the man who introduced the modern shoe store to Seattle and now after fifty years devoted to supplying the footwear needs of the people of the Puget Sound country he is still working at his trade.

FIRST SHOE FACTORY

The Washington Shoe Manufacturing Company was incorporated January 24, 1891, with L. B. Allain, president; T. J. Thorsen, vice president and general manager, and G. M. Barber, secretary. This company opened Seattle's first real shoe factory at 807-09 Western Avenue, where it had installed modern machinery. By devoting its energies toward the making of high grade heavy boots and shoes, designed especially to meet the requirements of the outdoor workers of Western Washington, it soon built up a good business. Other grades of shoes were added and within five years the company had found it necessary to seek larger quarters at Second Avenue South and Jackson Street. The company now occupies a large factory building in the south end of the city and its product is sold all over the northwestern states.

The rush of gold seekers to Alaska in 1898 brought a demand for many pairs of heavy boots and shoes suitable for wear in that territory, and resulted in the establishment of a number of new factories in Seattle. After passing through several changes of ownership, some of these remain and are doing their share towards supplying the constantly growing demand of the states comprising Seattle's trade territory. At the present time this city is the home of The Washington Shoe Manufacturing Company, Felder Shoe Manufacturing Company, Currin Green Shoe Manufacturing Company, Zimmerman-Degen Shoe Company and a large number of smaller shops which make shoes to order.

Woodin & Son established their tannery in Seattle because hides and skins and hemlock bark were easily obtainable at this point, and from that time to the present Seattle has been a leading Pacific Coast market for these raw products. The location of large slaughter houses on the tide lands here resulted in a big production of hides, and while local tanneries have not, perhaps, developed to the extent that natural advantages would seem to justify, still they produce much leather which finds a market in Seattle shoe factories.

The Seattle Hide & Leather Company was established in 1886 by David Kellogg and H. H. Green. The next year the firm name was changed to the Puget Sound Hide & Leather Company and the year following Green left the company, his place being taken by Albert E. Goetz. The firm was reorganized as D. Kellogg & Company, under which title it opened the tannery and wool pulling establishment at Edgewater. In 1892 the business was sold to Hibbard & Norton, Charles L. Hibbard, president, and Homer F. Norton, secretary, and soon became one of the largest of its kind in the Northwest, handling some 20,000 hides and kips and 125,000 sheep and deer skins in 1894, at which time thirty men were employed. Hibbard disposed of his interest in the business in 1901 and

it became known as the H. F. Norton & Company tannery, continuing in operation until very recently.

Entering the tanning trade again, in 1904, Hibbard became president of the Hibbard-Stewart Company and opened a business on the Flyer Dock. This grew into the present large tannery located in the south end of the city. The W. C. Bennedict Leather Company, organized in 1895, operated a large tannery at Ravenna for some years, making a specialty of heavy sole leather.

SEATTLE A NATURAL MARKET FOR FURS

As the natural gateway through which the products of Alaska enter the commerce of the world, Seattle has long been one of the leading western markets for furs and today has a number of firms engaged in the business of buying, selling and manufacturing. Although the Hudson's Bay Company has a number of stores in the city, that firm is not Seattle's pioneer fur company, the distinction belonging to the Petkovits Fur Company, founded by R. Petkovits, who in the spring of 1886, opened an establishment on the corner of First Avenue and Cherry Street. After the fire, which destroyed his stock of goods, Petkovits reopened on Third Avenue and James Street, the business continuing to the present time.

MACHINE SHOPS AND FOUNDRIES

With the building of Yesler's sawmill, Seattle obtained her first iron working establishment. True, it was but a blacksmith shop, in which were made the things necessary for the building of the mill and the operating of the logging camps of that day, but upon this primitive shop all of Seattle's iron and steel and brass working plants may well be said to have their foundations. Blacksmithing and gunsmithing constituted the metal working trades of the little town for a number of years and it will be remembered that it was in the forge of one of these shops that the coal from the Issaquah mine was given its first test in 1863. Iron working plants require coal, and it is not surprising that within two years after this test had been announced as a success the first real effort was made to establish a good sized iron working plant in the town. This first plant was that of Thomas Martin who, in September, 1867, announced in the Gazette that he was prepared to "execute all work in this line." Martin installed a well equipped iron and brass working establishment and did the work which before that time had been sent to Port Madison.

From this time onward the iron working industry has kept pace with the growth of the city and, like other manufacturing enterprises, has been able to meet the demands of the increasing population in a satisfactory manner. The first two-horse wagon was finished in October, 1871, by Titus Schmid, who had used eastern oak for the woodwork, the ironing being done in the blacksmith shop of William Hahn. It was a good wagon and was sold to a teamster named Morris, at a price said to have been above two hundred dollars. Just two years later the shop of J. W. Hunt finished a "prairie schooner" for a Mr. Hardy. October seems to have been a favorite month with the early wagon makers, for just one year after finishing the schooner, Hunt completed what was said to be the finest and prettiest buggy ever seen in the territory. Hunt's Yesler Way shop was soon outgrown and he began the erection of a larger building on Second

FREDERICK & NELSON'S STORE

Avenue South, between Yesler Way and Washington Street. This was early in 1882, at which time he was employing seven workmen in his blacksmith shop and wagon factory.

IRON WORKING PLANTS IN THE '70S AND LATER

Seattle's iron working plants in 1872 consisted of the blacksmith shops of Hunt, Hahn, Charles McDonald, on Yesler's Wharf; John Webster on Third Avenue; E. Dane, First Avenue, and the boiler shops of J. McKinley and T. Snow. About this time coal became a big factor in the life of the town and iron workers began to look upon the place as one possessing possibilities for their line of work; so much so, in fact, that Seattle in 1876 had the following firms: Blacksmiths, J. W. Hunt, J. B. Brannan, Charles McDonald; boiler makers, Foster & King, J. McKinley; foundries, Wilson & Son and J. Nation; gunsmiths, A. Frederick and T. Thompson; machinists, G. W. Bullene and the Seattle Coal & Transportation Company shop.

Wilson & Son established the Puget Foundry in 1872, for the purpose of doing the work of the Seattle Coal & Transportation Company. The plant was located at First Avenue and Madison Street and by 1876 was turning out many castings, among them being a lot of 190-pound wheels for coal cars. This business later passed into the ownership of Williamson & Kellogg and became one of the leading foundries of the '80s, its output for 1883 including eight large steam engines, several logging cars, a sawmill, 60 hop stoves, 15 hop furnaces and a large amount of miscellaneous work. At this time twenty-six men were employed in the works on First Avenue at Spring Street.

Leasing a building and wharf near the foot of Seneca Street, G. W. Bullene, in 1875, installed the tools of the Freeport machine shop, which he had purchased, and by the first of June had equipped a very complete plant which gave employment to eight men and was crowded with work. At that time the shop was engaged in installing the machinery in the new steamer Fanny Lake. Bullene was a good mechanic; also progressive, as is shown by the fact that he later became United States inspector of boilers. J. C. Fox joined Bullene in the management of the business, which, in 1881 was sold to Harry Lott. At this time the plant was known as the Seattle Iron Works and was so well equipped that it was turning out steam engines, boilers, pumps, water wheels, steam heating plants and many other kinds of machinery. C. H. Allmond, a young machinist who had become proficient in the shops of the Central Pacific Railroad at Sacramento, Cal., came to Seattle in 1880 and secured a situation in the shops of the Columbia & Puget Sound Railway, later going to the Washington Iron Works, where he was employed until 1885, at which time he formed a partnership with W. R. Phillips and opened a machine shop on Second Avenue South and Washington Street. Outgrowing this location before the end of the year, the firm leased the foundry of the Seattle Iron Works and moved to the corner of First Avenue and Spring Street.

The business grew rapidly in the new location and in April, 1887, was incorporated as the Allmond & Phillips Foundry Company, with a capital stock of $100,000, C. H. Allmond, president, and W. R. Phillips, secretary. Within a short time larger quarters became necessary and the plant was moved to the foot of Union Street, where it occupied two buildings, the foundry being 60 feet

square, the machine shop 40 by 60, with a good pattern shop on the upper floor. The payroll in 1880 contained the names of fifty skilled workmen, who drew some thirty-five hundred dollars per month in wages. While ship and steamboat engines had become the firm's specialty, it announced that it was prepared to do all kinds of iron and brass founding and finishing. The plant was destroyed in the big fire, but the company increased its capital to $100,000 and began the building of a new and larger shop on the site of the old. Within two years it was again doing a large business in the manufacture of all kinds of engines and architectural and general foundry work.

The plant became the property of the Vulcan Iron Works Company, when that corporation was formed in 1892, with Jacob Furth, president; R. V. Ankeny, treasurer, and G. L. Faust, secretary and general manager. The new owners continued the operation of the plant in the Union Street location until 1900, when it was moved to Fifth Avenue South and Seattle Boulevard, and became one of the largest iron and steel working firms on the Pacific Coast. After severing his connection with the Allmond & Phillips Company, Allmond became foreman of the Moran Brothers Pattern Shop, holding this position until the Alaska excitement drew him to that territory as a gold miner. Returning to Seattle he was again employed in the Moran pattern shop for a short time, leaving there to open a shop of his own at 519 First Avenue South. This business was continued for some years.

J. M. Frink arrived in Seattle in 1875 and went to work as a day laborer upon the streets of the little city which was, in later years, to furnish him a home and a successful career. Within a short time he became a teacher in the city schools, later going to Port Gamble where he followed the same vocation. Returning to Seattle he, in 1881, entered into partnership with L. H. Tenny and under the firm name of Tenny & Frink, opened a small iron and brass foundry and machine shop on Second Avenue South and Jackson Street. The demands made upon the shop were so great that more machinery became necessary and Frink went to Portland, where he purchased the plant of the Columbus Iron Works. This machinery, weighing some thirty tons, arrived in Seattle on board the little steamer Eureka November 5, 1881, and was soon installed in the new shop, which had been built beside the old. This new foundry building was 40 by 48 feet, two stories high, and, with the adjoining machine shop, contained everything needed to cast and finish iron and brass.

Seattle was now becoming known as the "Pittsburg of the West,"—her railway, steamship and milling interests were developing rapidly and this induced the iron workers to make constant additions to their plants. January 4, 1882, the Tenny & Frink business was reorganized as the Washington Iron Works, with J. W. George, president; George W. Harris, treasurer, and J. M. Frink, secretary and general manager. This was a joint stock company, which was reincorporated in 1884 with George W. Harris, president, James Readman, secretary, and J. M. Frink, superintendent. At the time of its reorganization the firm was employing eighteen men. In March it cast a 3,000 pound pile driver hammer for William H. Surber, a 5-ton engine frame for the new Stetson & Post mill, and in July a 7-ton fly wheel 11 feet in diameter, the largest ever cast in the city up to that time, for a new mill at Port Townsend. During 1883 fifty men were employed, 1,000 tons of iron were melted in the foundry and

THE MacDOUGALL & SOUTHWICK COMPANY'S STORE

the machine shop finished three mill engines, one logging locomotive, eight steamboat engines and a large amount of custom work.

The years 1882-83 were notable ones in the history of the iron working trade in the little city. Competent workmen were scarce, almost every foundry and machine shop was crowded with work, and customers were compelled to wait their turn. The following plants were at that time in operation in the city: the blacksmith shops of James Brannen, A. A. Holmes, J. W. Hunt, John Magee and Charles McDonald; boiler shops of Seattle Boiler Works and Oregon Boiler Works; foundries, North Pacific Iron Works, Puget Foundry and Washington Iron Works; gunsmith, S. Neuman; and the machine shops of the Columbia & Puget Sound Railroad, Moran Brothers, North Pacific Iron Works, Seattle Iron Works and Washington Iron Works.

When the big fire of 1889 swept Seattle it wiped out the plant of the Washington Iron Works, which at that time consisted of a foundry, machine shop, blacksmith shop and boiler factory employing 165 workmen. Although the loss amounted to over seventy-five thousand dollars a new plant was soon being built at Ninth Avenue South and Norman Street and since that time the firm has kept pace with the growth of the city and the development of the entire Northwest country. Today it is one of the largest and best equipped plants in the West, manufacturing all kinds of heavy machinery for operation by both steam and electricity. J. M. Frink, who for so many years was at the head of the business, was the man most largely responsible for the perfecting of the modern logging engine—a machine which this company has improved until today it is making engines weighing forty tons and possessing as high as 350 horse power. The "Washington" logging engine is the recognized standard of the world and is used, not only in Washington and Oregon, but also in Alaska, British Columbia, the Philippines, Burmah, India, and in fact wherever there are logs to move. The Frink family is still in control of the business. The founder has gone to his reward on the other side of the change called death, and his son, Gerald Frink, is now president of the company. Francis G. Frink is vice president and Carman F. Bridge is secretary. The plant consists of pattern shop, forge shop, gray iron foundry, steel foundry, boiler shop and machine shop and gives employment to a crew of over two hundred and fifty men.

ARRIVAL OF ROBERT MORAN

When Robert Moran arrived in Seattle in the month of November, 1875, he still lacked a few months of being nineteen years of age. Although not yet a voter the boy had already become proficient in the machinist's trade, while the very fact of his being so far from his native City of New York stamped him as being a young man possessed of both initiative and resource; qualities Seattle has ever been willing to reward once they were demonstrated. Failing to find employment as a machinist, young Moran turned to other work and during the next seven years gained a wide experience as an engineer on the steamboats then operating in the waters of Puget Sound, British Columbia and Alaska. Doubtless Seattle heard little about the young engineer during this time; but in 1882 his mother, sisters and brothers arrived from New York, and Moran gave up steamboating and laid the foundation of the business which, in later years, brought him

prominently before the people of not only the city of his adoption, but the nation as well.

Together with his brothers, Peter and William, Moran opened a small machine shop in the lower part of the Yesler sawmill. The total initial capital of the firm was $1,500, but as the three brothers were good workmen the business expanded so rapidly that new quarters were necessary. These were secured further down Yesler Way, at Western Avenue, and by constantly making additions to the plant Moran Brothers had gathered together a factory worth about forty thousand dollars, when the big fire of 1889 swept it away. Just before this time the firm had secured a tract of tide land at Charles Street and had completed the preliminary arrangements for moving to that location. Hastily constructing temporary buildings on this land, a new shop was opened and ready for business on June 16th, just ten days after the old plant had been destroyed. The increasing demands made upon the plant through the rebuilding of the city necessitated the employment of more capital in the business, with the result that on December 19, 1889, Moran Brothers Company was organized with a capital stock of $250,000; Robert Moran, president, secretary and treasurer, and Peter Moran, vice president. The other brother, William, had retired from the company several years previous to this time.

When the fire swept away the machine shop it also burned the stock of machinists' and engineers' supplies, in which lines the company had built up a good trade. As soon as possible after removing the shops to the Charles Street factory, Moran Brothers Company opened a salesroom at the old location, under the name of Moran Brothers & Durie; the latter dropping out of the firm a few years later, it became the Moran Supply Company and enjoyed a large patronage.

Perhaps the best evidence of the rapid growth of Moran Brothers Company during the next few years is to be found in the fact that in 1895 the firm secured the contract for furnishing the steam plant of the United States dry dock at Charleston navy yard. The specifications covering this steam plant called for boilers, engines and pumps, three of the latter to have a capacity of 1,000,000 gallons of water every five minutes. All of this machinery was made in the Seattle factory, the pumps being of a design worked out by Robert Moran. The equipment was installed and then came a hitch in the matter—the officials at Charleston refused to accept the pumps, which, they claimed, were not according to specifications. Adjustment of the matter seemed out of the question, when Robert Moran, taking one of the pumps with him, went to Washington, D. C., and, after demonstrating the working of his machine, obtained a decision which not only upheld his side of the controversy, but pronounced his pump one of the best in existence.

Like every other industry in Seattle at the time of the Alaska rush of 1897-98, the iron working industry received great benefit from the increased business which flowed through the city to the Northland. Means of transporting this business had to be provided and old boats, which had been retired, were fitted out with new machinery and again placed in service; new boats were built and more new machinery was called for; thawing machines and drills for working frozen ground, and many other tools and machines had to be provided to supply the demand. Crews of machine shops and foundries were doubled and then double shifts were

put to work and the factories kept in continuous operation in an effort to fill the constantly arriving orders. The Seattle iron trade obtained its first real taste of outside business and that it was good for the appetite is shown by the developments of the next few years.

MORAN BUILDS FLEET OF TWELVE VESSELS FOR YUKON TRADE

During the summer and fall of 1897 every boat arriving from the North brought news of new gold discoveries and Seattle knew that the next year would witness a great movement of prospectors and supplies to and through Alaska. Transportation was the one big problem, especially transportation on the Yukon River; and capitalists, seeing possibilities of profitable business, commenced planning how best to take advantage of the opportunity offered. Robert Moran, hearing of the plan, secured the contracts for the construction of twelve river steamers, each 175 feet long by 35 feet wide. In building these boats the Morans were confronted with two problems: First, in order that they be of service on the river they must be of light draft; and second, they must be sufficiently strong to withstand the buffeting they would receive in their sea voyage of more than four thousand miles to the river's mouth.

Construction did not begin until January 15, 1898, but by the end of May the last of the twelve boats had been launched from the yard at the foot of Third Avenue South near Norman Street. Within a few days after the last boat had been finished, the entire fleet had assembled at Roche Harbor, San Juan Island, and was ready to start on the long and dangerous voyage. Experienced men said the light draft boats could not make the trip, but Moran, like most good workmen, had confidence in the product of his brain and factory. That he had the courage of his conviction is shown by the fact that when the fleet started North it went under its own steam, with a full crew aboard each boat and with Robert Moran as fleet commander. The seven years he had spent as a steamboat engineer had not been wasted and certain it is that no man without his, or similar experience, could have brought this trip to a successful termination.

The vessels comprising the fleet under Moran's command were the river steamers Seattle, Tacoma, St. Michaels, Victoria, F. K. Gustin, D. R. Campbell, J. P. Light, Robert Kerr, Oil City, Mary F. Graff, Pilgrim and Western Star; the ocean tugs Holyoke, South Coast and Resolute and five river barges. Taking the inside passage the boats reached the North Pacific ocean by way of Wrangel and Juneau. Some storms had been encountered before the ocean was reached and part of the crew had left, other men being hired to take their places. Shelikof Strait was reached on June 28th and the fleet ran into a very severe storm, which, despite the efforts of the crews, blew the Western Star onto the rocks where she became a total loss. Rescuing the crew of the wrecked boat the voyage was continued. St. Michael was reached about the middle of August, and the fleet, after undergoing repairs of minor damages, went into service on the Yukon in time to become a big factor in the transportation problem then confronting the gold hunters.

BUILD A DRY DOCK

The business of Moran Brothers Company had grown to such proportions by 1900 that a dry dock was felt to be an absolute necessity. For some years

the company had used a marine railway for small vessels, but owners of large boats sent them to other points when needed repairs made it necessary to get at the outside of the hulls. The dry dock was finished in the fall of 1901 and on December 23d of that year received its first vessel, the tug Sampson. Some new features had been introduced in the construction of this dry dock and because of this great care was used in its initial operation, but the construction had been so perfectly done that in just fifty minutes from the time the keel blocks had been securely placed under the Sampson the water compartments of the dock were empty and the boat was high and dry.

CONSTRUCT WAR VESSELS

The successful building of the United States torpedo boat Rowan, which was launched from the Moran yards in April, 1898, gave the company a chance to demonstrate its ability in the line of steel and iron ship building. While the Rowan was but 175 feet long, its building no doubt paved the way for the construction of the battleship Nebraska during 1902-03-04. When the United States Government, in 1900, called for bids for the building of the first-class battleship Nebraska, Moran Brothers Company decided to try and enter the national ship building field by submitting a bid for the work. Robert Moran, accompanied by Will A. Parry, then secretary of the company, was in Washington at the time the bids were opened and must have felt pleased when it was found that his firm's bid was lower than that of any of its competitors, many of which had for years been in the business of building ships for the Government. Any such feelings of elation over the result were short lived, however, as the secretary of the navy announced that all bids were too high and that he would make another call. The Seattle men knew that if this was done they would be underbid by one of the older firms, who had no desire to see anther competitor in the field, and they tried to get the secretary to change his decision. After several conferences the secretary told Moran and Parry that he would award the Seattle firm the contract, provided it would do the work for $100,000 less than the price bid. As the lowest possible figure had been quoted in the bid, Moran and Parry felt that to go any lower would mean certain loss, but they knew the Seattle Spirit was still alive, so they asked the secretary for time in which to return to the city and talk the matter over with the home folks. This was granted and the Seattle men returned home. Full particulars surrounding the case were at once placed before the Times and the Post-Intelligencer, a whirlwind campaign to raise the $100,000 was launched the next morning and within a very short time $135,000 had been subscribed. Of this amount $100,000 was collected and placed in the hands of the chamber of commerce and the building of the first battleship ever launched from a Puget Sound ship yard was underway.

The preparatory work was rushed along so rapidly that the builders soon announced they would be ready for the keel laying exercises on July 4, 1902. Elaborate decorations were placed in the immense shed in which iron and steel beams and plates, in the hands of skilled mechanics, would grow into the monster fighting craft, and when Chairman Josiah Collins opened the exercises of the day, the shed was packed with people. The celebration was carried out according to plan without a hitch. Speeches were made by Governor McBride of Washington, Governor Savage of Nebraska, by prominent citizens of the two states, and

SECTION OF SEATTLE'S WATER FRONT, LOOKING WESTWARD—1916

then the two governers, removing their coats, with lively hammer blows drove the first red hot rivet into the keel, the sound of the hammers being lost in the music of bands and the cheering of those fortunate enough to gain admittance to the shed.

The plant of the Moran company, together with that of the Seattle Dry Dock & Ship Building Company, which had been organized in 1887 and was under the control of the Morans, was at this time the most complete on the Pacific Coast, outside of San Francisco. It had grown to such immense proportions that even while the construction of its masterpiece, the Nebraska, was underway, other work was being handled in the same efficient manner as before the big contract had been secured. Some of the notable work turned out during the period was the building of the steel tugs Bahada and Wyadda, the lighthouse tender Heather and the rebuilding of the steamships Cutch and Willamette.

When the Morans took the contract for the building of the Nebraska it was expected that the big boat would be ready for launching in two years, but it was not until October 7, 1904, that this was accomplished. Again the shed of the ship building plant was prepared for a celebration. Again the governors of the two states journeyed to Seattle, only this time it was John H. Mickey, then governor of Nebraska, who represented that state; while Acting Governor S. H. Nichols represented Washington. Again the shed was filled with crowds of people, who listened to the addresses made by the officials and citizens, the bands played, the whistles of many craft in the waters around the ship building plant kept up a lively tooting and the crowds of spectators, filling every vantage point in the vicinity, cheered themselves hoarse. The work of liberating the ship from her nest of timbers proceeded, and at 2.10 in the afternoon she started on her journey down the greased ways. Miss Mary Mickey, daughter of the governor of Nebraska, deftly broke a bottle of wine against the bow and with a dignity befitting her position as a defender of a great nation, the Nebraska slipped into the briney water.

When the Nebraska was finished and given her official trial trip in the waters of the Straits of Fuca, Captain Perkins, senior member of the trial board, pronounced her one of the best vessels in the United States navy. Notwithstanding bad weather, the ship fully met the requirements of the Government and proved that Seattle had a construction company capable of building the largest kind of ship. In March, 1906, the Moran Brothers Company was sold to Eastern capitalists, who reorganized the business under the name of The Moran Company, which, in 1912, became the Seattle Construction & Dry Dock Company. During the year 1911 the company began building the first of six submarine boats for the United States navy. About the same time five steel whalers were built for companies operating in the northern whaling waters, and in 1913 the $500,000 dry dock was completed. This dry dock was 468 feet long and 110 feet wide and the steamship Admiral Farragut was the first vessel to enter it for repairs. The plant is today rated as one of the largest and best equipped in the country, is doing a very large business and is one of the factors contributing to the growth and prosperity of Seattle.

OTHER ESTABLISHMENTS

The Dwyer Manufacturing Company, P. V. Dwyer & Brothers, proprietors, opened a foundry at Ross in 1891 for the purpose of manufacturing supplies for

their plumbing, steam and gas fitters' store at 218 First Avenue South. About two years later the plant was moved to the corner of Charles Street and Railroad Avenue South and in 1894 became the property of the Variety Iron Works, George James and Charles Mulcahey, owners. For over twenty years James remained at the head of the firm which made a specialty of small castings in iron and brass and built up a large business.

Under the firm name of Goddard Brothers & Company, Albert J., Charles A., and Elma M. Goddard opened the Pacific Iron Works on Ewing Street, Fremont, shortly after the fire of 1889. Albert J. Goddard afterward became proprietor of the plant, which grew to be one of the leading industrial institutions of the north side of the city.

The boiler making industry in Seattle dates from the early '70s, and by 1887 had assumed some importance, the Queen City Boiler Works at the foot of Columbia Street and the Seattle Boiler Works on Yesler's Wharf both operating good sized plants. Patrick J. Sullivan became owner of the Queen City plant a short time before the fire of 1889 burned it to the ground. Sullivan opened for business in a tent, moving, as soon as a building could be erected, to the corner of King Street and First Avenue South, where he remained for some five years and then moved down King Street to Railroad Avenue. Under Sullivan's management the Queen City business became very successful. John H. Tenny became proprietor of the plant in 1904 and reorganized the business under the name of the Puget Sound & Queen City Boiler Works, John J. Tenny, president, and John Todd, treasurer. Under this name the business was conducted until, in 1915, the Queen City part was dropped, it now being the Puget Sound Boiler Works, King Street and Railroad Avenue South.

The Seattle Boiler Works was destroyed by the big fire, at which time it was owned by George Kelly, who had first entered the business in the early '70s. The firm passed out of existence with its plant and the works was not again established.

Among the men who have "risen from the ranks" in the iron working industry in Seattle appears the name of Robert G. Westerman, who in 1887 was employed as a blacksmith in the pioneer shop of Charles McDonald on Yesler Way. Opening a shop on Railroad Avenue south of Columbia Street in 1889, Westerman began business on his own account just in time to have it burned out by the big fire of that year, but he was soon again in business and by 1891 advertised that he had the best equipped heavy forge shop in the Northwest and was making a specialty of shipsmithing. A. T. Timmerman joined the firm, which was then known as the Westerman Iron Works Company, as secretary in 1895. Five years later the plant was moved to 1120 First Avenue South, where it remained until 1909, when another move was made to the present location at Whatcom Avenue and West Lander Street. The founder of the business remained its president until 1913, when he was succeeded by his partner of so many years, Albert T. Timmerman, with John R. Compton, vice president; Frank R. Westerman, secretary, and L. H. Roe, manager. It is one of the leading iron working establishments of the city at the present time.

A number of the pioneer iron founders had small brass working plants connected with their establishments, but it was not until John E. Good opened the Seattle Brass & Bell Works at 421 First Avenue South, in 1886, that the city

obtained its first really good brass foundry. Good's shop was soon turning out 500 pounds of finished work a day. As a result of his experiments with babbitt metal he discovered a secret manufacturing process, whereby he was able to make a very superior article which was in great demand. Good carried a line of brass goods, babbitt metal and zinc and continued at the head of the firm for over ten years, or until it was incorporated in 1898, with Herman Lutsch, president and treasurer; M. W. Ryan, vice president and manager, and George A. Thayer, secretary. At this time the factory was on Madison Street west of First Avenue, and became the Seattle Brass Company the following year. In 1901 the plant was moved to Maynard Avenue, where it remained until 1905, when it became the Seattle Aztec Copper & Brass Company and was moved to 1239 First Avenue South. Evidently the name proved to be too long, because the next year it was changed back to the Seattle Brass Company, under which it is still doing business.

FIRST FURNITURE FACTORY

High freight charges, due to inadequate transportation facilities, coupled with large supplies of easily obtainable raw material and a growing demand for its product, were responsible for the building of Seattle's first furniture factory. Securing their stock from San Francisco, Hall & Graves opened a new furniture store on First Avenue South in July, 1874. Realizing the advantages which would come to them through being able to reduce prices, they built an addition to their store room in the spring of 1875, installed a planing machine, lathe, upright bending machine and such other equipment as was necessary and announced that they were prepared to manufacture all kinds of furniture with the exception of chairs. Within a short time Paul Paulson succeeded Graves, and, under the name of Hall & Paulson, the firm grew very rapidly. It not only supplied a good part of the furniture bought by the residents of the Puget Sound country, but also shipped to outside markets.

Within two years after starting the business the proprietors had enlarged the factory to such an extent that they were able to fill a San Francisco order for 300 bedsteads. Finding that still larger quarters were necessary, the firm, in February, 1882, began tearing down the old structure in order that they might have ground room for a new and larger workshop. On April 3, 1882, the Hall & Paulson Furniture Company was incorporated with a capital stock of $100,000; George W. Hall, president and manager, and W. R. Forrest, secretary-treasurer. Shortly after this the new factory was opened with a crew of twenty-five workmen in the employ of the company. Most of the furniture made by this company was manufactured from fir, cedar and spruce lumber, with considerable quantities of maple, ash, cottonwood and alder used in the finishing work. By 1884 the business had grown to a point where seventy-five men were given constant employment, a hardwood sawmill was being operated on White River and the pay roll had reached $4,000 per month. In 1888 W. R. Forrest had succeeded Hall as president and S. D. Crockett had become secretary-treasurer. The next year the big fire destroyed the factory, which was never rebuilt.

The Lake Union Furniture Company was organized early in the year 1883 by A. J. Charleston, H. J. Norden and William Kach, all of whom were said

to be experienced workmen. The company leased the upper floor of the Western Mill at Lake Union and were soon engaged in the manufacture of furniture. Orders came thick and fast, with the result that before the end of the year nine persons were employed in the plant. Early in November, 1885, the company opened a retail salesroom at Second Avenue and Yesler Way, stocking it with a complete line of its goods. The business continued to grow until in June, 1889, when the big fire wiped out the downtown store and destroyed the stock on hand. The plant, being located outside of the burned district, was saved, and in 1891 another store was opened at 1213 Second Avenue. For some four years longer the company remained in the business, when it passed out of existence.

The period immediately following the fire was one in which Seattle was more interested in obtaining the raw material with which to rebuild the city than it was in turning that raw material into finished products. The railroads had opened the way for direct importations of Eastern furniture, so that the local demand could be supplied from these Eastern factories. These things are doubtless the causes for the check which Seattle furniture manufacturing seems to have received at the time. The industry, like all others, recovered from the effects of the fire, new firms were organized, new factories built and today the business has again reached a position of considerable importance in Seattle's industrial life, tables, bedsteads, mattresses and other kinds of furniture being manufactured. The city is also the supply point for a large furniture buying territory and has a number of large wholesale houses as well as some of the largest and finest retail stocks to be found in the West.

Dietrick Rohlfs and Herman Schoder, cabinet makers, came to Seattle in the early '80s, and for a time worked in the sash and door factory of the Seattle Lumber Company mill at the foot of Madison Street. Later they opened a shop at 117 Cherry Street and announced that they were prepared to make all kinds of store, office and bank fittings and furniture. The partners found it hard sledding in competition with the large factory of Hall & Paulson, and giving up their business, went to work in the factory of the rival firm. When the Hall & Paulson factory was destroyed by fire, Rohlfs & Schoder opened a shop at 614 First Avenue South. At this time many new buildings were going up on the ruins of what had been Seattle's business district and the firm found plenty of business awaiting it. Turning its attention toward the interior finishing of stores, saloons, banks and other business places, the company soon built up a large and profitable business. In 1903 the partners having both died, the plant passed into other hands.

BROOMS ARE MADE HERE

C. W. Donnett and R. P. Beale opened the Washington Broom Works at 118 Cherry Street in May, 1888, and the next year, David Kellogg having bought the interest of Beale, the factory was moved to Lake Union; the business was closed down the following year. In 1891 the Seattle Broom Factory, Archibald & Kieran, proprietors, was established at Twenty-second Avenue and Yesler Way, and about the same time another shop was opened by Slater & Hulman at 216 West Battery. From this time down to the present Seattle has had a number of broom and brush factories, which have manufactured goods for the local and Puget Sound trade.

SEATTLE'S UNION DEPOTS

MANUFACTURE OF CLOTHING

"John Welch, tailor, Commercial Street, Seattle, W. T. The old soldier once more in the field. I thank the people of Seattle and vicinity for their liberal patronage. From a long experience in the business, I flatter myself to be able to give full satisfaction to all who may favor me with their patronage. I have cloths, casimeres and vestings, which I will make up to order in the latest style. Please give me a call." Seattle Gazette, December 10, 1863.

Before the white man came the Indians got along very well without tailors. As the pioneer stores carried stocks of ready made clothing, and the sartorial requirements of early day society were not hard to satisfy, John Welch, tailor, would no doubt have found it difficult to live by his trade had it not been for the fact that the little settlement contained many unmarried men who were awkward with the needle. It was patches and other repairs and not "Sunday suits" that kept the little shop open and enabled the old soldier to live during the early days. That he made a living is shown by the fact that he continued in the tailor business until 1887.

As population increased in the settlement other tailors followed Welch and opened shops, some of which grew into institutions of considerable size. The manufacture of clothing is of comparatively recent development and covers a wide range of wearing apparel, from aprons to suits and includes hats, caps, shirts, overalls, overcoats, and clothing, designed especially for those who work out doors in the rainy weather which obtains here during the winter months.

Considering the large supply of wool which is annually produced by Washington sheep, the abundance of pure water and cheap electrical power afforded by Seattle's systems, the manufacture of woolen cloth has not developed to the extent that these natural advantages would seem to justify. The Seattle Woolen Mill Company was organized in 1892 and built a large factory at Kirkland. Within three years the business had grown to a yearly output valued at $150,000 and consisted of blankets, robes, cassimers, tweeds, flannels and dress goods. The factory is still in operation, being now owned by the Matson Woolen Mills Company.

Just imagine a man going out onto the plains, roping wild horses, breaking them to harness, hitching them to a plow and then starting in to grow a crop of wheat and one has some idea of the man's sized job confronting George G. Black when he began the manufacture of men's work clothes in Seattle. There was not a girl or woman in the city at that time who could be called a skilled mechanic in this line and Black trained his first workers himself.

The first factory was established in 1902 in a 20 by 30 foot room on an upper floor of a building at First Avenue South and Jackson Street. This room contained the factory, consisting of six machines, the cutting room, shipping department and the office, and was not crowded at that. Three months after the start was made, and just about the time the team was getting nicely broken in to the work the factory was destroyed by fire. Black, however, had his team, something, by the way, which he has always regarded as just as important as the machines and cloth used in his factory, and a new plant was soon in operation at Seventh Avenue and Battery Street. This building was occupied while the old

one was being rebuilt, the factory then being moved back to the old location, one whole floor being leased for its accommodation.

Before long one floor was found to be inadequate to the demands of the growing business and another was added, but in 1910 this was too small, so a move was made to the Security Building on First Avenue South near King Street, where 22,500 square feet of space was obtained.

Within four years this location had been outgrown and it was decided to build a thoroughly modern plant. A tract of land was secured on Rainier Boulevard, where the present factory was constructed during the year 1914, the equipment was moved in and on January 1, 1915, the Black Manufacturing Company was established in a home of its own. This is the largest overall factory West of Chicago and Eastern manufacturers, who have visited Seattle for the purpose of inspecting the plant, pronounce it the best garment factory in the world. The building, which is 100 by 240 feet in size and three stories high, contains more side- and skylight glass than any other building of the same size in the city.

At the present time there are fifty men and 265 girls employed; 275 machines are in operation, producing 205 dozen garments per day, or a total of 52,000 dozen for the last year. In December, 1915, the company added a line of work shirts to its products, and in addition to these is manufacturing overalls, overcoats, mackinaws, pants and special garments for loggers, fishermen and other trades. The plant is so arranged that a total of 584 machines may be installed without building additional room.

The Black Manufacturing Company is one of Seattle's greatest manufacturing institutions and the Black Bear Brand of clothing is doing much to demonstrate the fact that in this city goods can be produced just as cheaply and of as good quality as anywhere in the United States. George G. Black, the founder, present president and general manager, was sole owner of the business until 1907, when he was joined by his cousin, J. C. Black, who is secretary and treasurer. Offices and salesrooms are maintained at 408 Occidental Avenue. "Efficiency" is the watchword of the establishment. Individually and collectively all do their best in quantity and quality of output, knowing that they will be paid according to the amount of their production. Their health is safeguarded at every point, warm meals are served at cost, lectures and special entertainments are provided each week, the owners of the plant considering that the health, happiness and prosperity of its employes is of as great importance in the final result as are the machines and cloth used in the manufacture of its thousands of garments.

THE BUILDING OF WOODEN VESSELS

The firm of Hall Brothers, Capt. Isaac and Capt. Winslow Hall, established a shipyard at Port Ludlow late in 1873 and the following spring launched the two masted schooner Annie Gee. She was a little vessel of but 154 tons burden and was built entirely by hand, as the brothers had no power driven machinery in their plant at that time. They were good workmen, however, and other orders were not long in coming to their yard; in fact, during the year they built the 70-ton schooner Ellen J. McKinnon, the Twilight and Jessie Nickerson, twins, each of 184 tons register, and the three masted top-sail schooner Pio Benito, 277 tons

register. Others followed in rapid succession and the yard was soon one of the busiest places on the Sound.

The Halls gained their experience in the shipyards and on the waters of the New England coast and shortly after establishing themselves at Port Ludlow came to a realization of the fact that schooner rigged vessels could be operated on this coast to much better advantage than other types of sailing craft. They turned their attention especially to the building of schooners and the two masters were followed by three, four and finally by five masted schooner rigged boats. Henry K. Hall joined the firm in 1875 and became the managing director of the enterprise in 1879 upon the death of Isaac Hall.

The years 1878-79 were dull years for Pacific Coast shipping men. Hall Brothers, who by this time had gained a world-wide reputation for their fir built type of schooner, were able to continue operations through securing contracts for a number of vessels to be used in the Hawaiian Islands. The development of the Hawaiian sugar industry was in its palmy stage at this time and Hall built eight schooners, each of from fifty to seventy tons register, and two small steamers for Hawaiian parties. Later, in 1884, they built, at a cost of $75,000, a fine passenger and freight steamship 167 feet long of 650 tons burden for Foster & Company of Honolulu.

Due to the death of one of the owners of the Port Ludlow mills, in 1877, and the tying up of the affairs of that company in the Probate courts, the mills were closed down. This forced Hall Brothers to import their lumber from Port Blakeley and Port Madison, an arrangement which they found to be the cause of much delay and vexation. Port Blakeley offered exceptional facilities for ship building and the Halls decided to move to that place. In December, 1880, they finished the last vessel built by them at Port Ludlow and in January, 1881, had the new yards ready for business. During the seven years that they operated the Port Ludlow yards Hall Brothers built some thirty-one vessels, the last one being the 470-ton barkentine Wrestler. The schooner Maria E. Smith left the ways of the new yards on June 1, 1881, and marked the beginning of a very successful period of operation. During the next fifteen years many vessels were built and launched by the firm. These ranged in size from small river steamers to large schooners and barks, among them being the bark Hesper and the schooners John A. Campbell, C. S. Holmes, Golden Shore, William Bowden, Lyman D. Foster, William Renton, Corona and the barkentine Robert Sudden.

During all these years Hall Brothers had been developing a type of schooner which followed lines of construction somewhat new to this class of vessel. Beginning with two masters they had gradually worked out plans for three, four, and in May, 1896, laid the keel of the Inca, the first five masted schooner to be built on this coast. The yard was now one of the best in the country, equipped with all the latest and best ship building machinery and tools of that day, and the work on the Inca moved along so rapidly that the vessel was ready for launching early in November.

The Inca, because of its size and rig, had attracted considerable attention during the progress of its construction and when the time set for launching arrived a large crowd of people was present in the shipyards. The Port Blakeley schools were closed so that the pupils might attend the exercises incident to launching. Little Miss Melusina Thornton, the nine-year-old daughter of Chief Engineer

Thornton of the steamer Sarah Renton, christened the new boat as it slipped into the water a few minutes before 11 o'clock on the morning of November 11, 1896. The Inca was 215.5 feet long, 41.3 feet broad and 16.5 feet deep, carried a crew of 11 men and had a gross tonnage of 1,014 tons.

Henry K. Hall had been at the head of the Hall Brothers business for over twenty-two years when, in 1902, he built and launched the five masted schooner H. K. Hall. It proved to be his masterpiece, and as he retired in favor of his son, James Hall, upon the completion of the vessel, also the last one constructed under his supervision. Through all these years the Hall type of schooner had been developing until it had reached a point closely approaching perfection. The ship building plant had kept step with the times and was now equipped with the best of steam, compressed and electrically driven machinery; employed 140 men and had a monthly pay roll of over nine thousand dollars. Large quantities of the best of Washington fir lumber were being produced by the Port Blakeley mill, and selecting the best of this Hall built his last schooner, which was also the 104th vessel launched by his firm.

The H. K. Hall was 234 feet long, 42.4 feet beam and had a depth of hold of 18.1 feet. Her masts of fir were 105 feet tall, deck beams 16 by 18 inches, bottom planking 4½ inches thick, while 6 inches of good fir lumber kept out the sea at the wales. She was a staunch craft and many people were present when she slipped down the ways into the water. After the new schooner had been towed around to a berth beside the dock, her lighting system was connected with the yard power plant, and the friends and guests of the firm danced on her deck to music furnished by a Seattle orchestra. The Hall shipyards have continued to increase in size and importance during the years that have passed since the launching of the H. K. Hall and today they are among the important institutions of the country across the Sound, which is considered Seattle suburban territory.

As has been told in another chapter the mosquito fleet furnished the early settlers at Seattle the means of communicating with other settlements on the Sound. As these settlements grew in population traffic increased and more vessels became necessary. Some of the little boats, because of age, became no longer serviceable and were hauled out on the beach. Others met a more tragic fate and found graves beneath the waters of some of the many bays and passages of the Sound. This caused a demand for more boats and shipyards were established. As the demand continued to increase other yards were added until at one time Seattle's waterfront from Yesler's Wharf to Smith Cove contained more shipyards than it did other industries.

Early day shipyards were small affairs, often without any machinery or tools other than could be carried in a carpenter's or millwright's chest, and did not become attached to a locality for any greater length of time than that required to complete the job then in hand. Early day ship builders, like their yards, often disappeared upon the completion of the vessel, many times sailing away as masters of the boats they had built. The early day Seattle yards, like the early day sawmills, have moved from their original locations on the waterfront to points north and south and are now to be found at Ballard and in the southern end of the city along the waterways. Because of this constant change in yards and owners it is impossible to give a connected history of the industry, or even a complete list of the builders and the vessels they constructed.

The ship building plants at points across the Sound from Seattle, like the sawmills of the same district, have always been considered Seattle institutions. These plants across the Sound were established early in the development of the Puget Sound ship building industry; they have grown with the passing years until today some of them are large and important establishments. As the greater part of the output of Seattle mills was, for many years, consumed in the building of the city, the large plants for the building of wooden ships sought locations where they were sure of large supplies of selected lumber. The many well protected bays and inlets of the western side of the Sound attracted the mills, and the ship builders followed. Many small sized vessels as well as all of the Puget Sound built iron ships have been launched here, but most of the large wooden "wind jammers" have been constructed at points across the Sound.

The schooner I. I. Stevens was built at Port Orchard in 1855 by William Renton, Edward Howard and William Fitzpatrick, the latter becoming her first captain. She was 41 feet long, 14 feet beam, 5 feet hold, of 23 tons register and during the Indian war attained considerable celebrity. The iron propeller Traveler was brought to the Sound from San Francisco on board the brig J. B. Brown, taken to Port Gamble and there put together by Capt. J. G. Parker, who put her on the run between Seattle and Olympia. She was the first steamer to navigate the Duwamish, White and Snohomish rivers.

The steamer Julia Barclay was built at Port Gamble in 1858 by D. F. Bradford, George R. Barclay, Abner Barker and T. W. Lyle. She was a fine fast boat, 145 feet long, 25 feet beam and 5 feet 7 inches hold with a wheel 20 feet in diameter and was the first steamboat built on the Sound. The Julia, as she was afterwards known, was taken to the Columbia River and after fourteen years of service, during the greater part of which she was known as the crack steamer of her day, met the ignominious fate of becoming a pigsty in the Portland boneyard.

The year 1859 is notable because of the arrival on the Sound that year of Capt. William Hammond, the man who in later years became one of the leading Seattle ship builders. Captain Hammond went to Port Ludlow where he was soon engaged in building the steamship John T. Wright, the first ocean going steamship built on the Sound. She was 174 feet long, 27 foot beam and 10 foot hold, fitted with the engines of the burned Sea Bird, and was, shortly after her completion, taken to the Sacramento River. Several years later she went to China where she was burned. The steamer J. B. Libby was built by Captain Hammond at Utsalady in 1862 and the next year John Swan and Jay E. Smith finished the 63-foot steamer Mary Woodruff at Port Madison.

During the year 1864 the Washington Territory Transportation Company built the big stern wheel steamer Cascades at Utsalady. She was taken to the Columbia River. Hill & Rabbeson, at Seattle, built a 28-ton flat bottomed boat which they designed as a schooner, but which was later fitted with machinery and became the stern wheeler Black Diamond. She was the first steamer built at Seattle.

The barkentine Grace Roberts, 269 tons net, was built at Port Orchard in 1868. She cost about thirty thousand dollars and was pronounced a fine vessel. The schooner Elida, 179 tons, was built at Port Madison and went into service under

command of Capt. Oloff Mattson. In October the fine new tug boat Favorite was launched at Utsalady.

Capt. William Hammond moved his yard from Port Ludlow to Seattle in 1869 and began the construction of some barges for the Lake Washington Coal Company. His yards were located near the present site of the Post Street power house and late in December he launched a scow which within a short time was making regular trips by way of Black River to the wharf landing on Lake Washington used for the Newcastle mines. Elias Hoskins was also operating a yard here at this time, the same being located on the bay shore near University Street. Across the Sound at Port Orchard the steamer Varuna was launched and soon entered upon her somewhat stormy career, at one time being forcibly taken from the custody of a deputy marshal and run to Victoria. She played a prominent role in the failure of the Port Orchard Mill Company and after the settlement of its affairs was brought back to the American side of the line where she was operated for a number of years.

The scow Diana was launched on March 17, 1870, from the Seattle yards of Robinson Brothers. She was seventy feet long, fitted with a cabin and was designed for river trade. Seattle now had three yards and that the ship building industry was beginning to assume some proportions is shown by the fact that Hammond was advertising for six or eight ship and steamboat joiners. On May 17th Hornbeck & Parker launched a new steamer from their yards near the foot of Spring Street and a little later Hammond had completed the work of rebuilding the Alida. New machinery was installed and when she was launched she became a mail boat on the Olympia run. About this time the J. B. Libby also underwent repairs which amounted to almost a rebuilding of the vessel.

At Port Madison the schooner Margaret Crockett was launched on February 16th. She was built under the supervision of William H. Bryant and was said to be a fit successor to his earlier vessels, the Tidal Wave and the Northwest. The 160-ton schooner Light Wing was launched at Port Ludlow on April 19th Captain Edwards, her commander, had this vessel completely rigged before she was put into the water and she was soon at her task of carrying lumber to California.

Great preparations were made for the launching of the clipper ship Wildwood which occurred at Port Madison on Saturday, June 3, 1871. Large crowds of people were present from all points within reach when, at about 5 o'clock in the afternoon, just at full tide, the 200-foot ship started down the ways. The Wildwood was a heavily built vessel and just as she had gotten nicely started on her journey to the water, stuck her nose into the mud and stopped. Notwithstanding the combined efforts of all the tugs in the bay at the time, she could not be moved. When the tide receded she was left high and dry and workmen were set to work to repair the damage to the copper work on the forward end of her keel, while others dug a channel out of which she floated upon the next high tide. She went into the lumber carrying trade under command of Capt. George W. Boyd.

Early in June Captain Hammond laid the keel of a new 100-foot steamer at his Seattle yards and announced that the vessel would be ready for launching in September. The plans called for a stern wheeler with one large boiler, two engines having a 4-foot stroke, driving a paddle wheel sixteen feet in diameter.

On September 9th the vessel was launched as the Zephyr. She was built for J. R. Robbins who put her on the run to Olympia.

To the sound of band music and the cheering of almost the entire population of Seattle, which had gathered for the occasion, the 100-foot schooner Loleta was launched from Hammond's yard on the afternoon of July 4, 1871. The Intelligencer of July 3d and 10th gave a good account of this boat and said it was one of the best built vessels ever launched on the Sound. Hammond had been engaged in its building for more than a year and had exercised great care in the work.

Other vessels launched in or near Seattle this year were the propeller steamer Etta White, by Capt. George White, at West Seattle; and at Seattle the small stern wheeler Comet, built by Captain Randolph, and the small side wheeler, Clara, built for the Seattle Coal and Transportation Company for service on Lake Washington. The schooner Big River was built at West Seattle under the supervision of Charles Murry.

The famous brigantine Blakeley was launched at Port Blakeley on June 23, 1872. Shortly after her launching the machinery of the old Columbia was installed and she did service as a tug boat. Later being rigged as a brigantine she was sent north with the sealing fleet, and after several years in this service was sold to a party of Cocos Island treasure seekers, made a trip to the island and then returned to the Sound. During the Alaska rush in 1898 she made several trips north and in 1907 was sold south and finished her days carrying guano from Mexico to California.

Early in January a crew of sixteen men was engaged in repair work at Hammond's Post Street yard where the steamers J. B. Libby and Nelly Martin were on the ways at the same time. In May Reed Brothers arrived from California with a crew of ship carpenters and went to Port Madison, where they built and launched the propeller Empire City. Joseph Blyth, on May 31st, launched the schooner May Hare at Port Madison and in the fall George Boole built the schooner Modoc at Utsalady, launching her on November 29th.

At this time ship building on Puget Sound was attracting considerable attention in San Francisco, the Chronicle of that city commenting upon the many natural advantages offered by this district said that there was nothing to prevent its becoming the leading ship building section of the coast. Puget Sound grown fir had received its test as a ship building timber and it had made good; dozens of little deep water bays offered excellent locations for shipyards. Spring water was to be obtained on the hillsides and the best of timber grew everywhere, and it was not surprising that ship builders were turning their attention toward the Sound as the place best suited for their operations.

The movement which had started in 1873 was continued the next year. Hall Brothers established themselves at Port Ludlow and began building their first schooner. Reed Brothers returned from San Francisco and built the barkentine S. M. Stetson which they launched on October 24th at Port Madison and the schooner Alice was built at Port Blakeley. At Seattle T. W. Lake built the little schooner C. C. Perkins for Parker & Smith. Hammond built the steamer Addie for the Renton Coal Company and the steam propelled scow Leah C. Gray for the Seattle Coal Company. The Leah C. Gray was used in transferring coal cars from the Lake Washington-Lake Union portage to the south end of the latter

lake, where they were brought over the railroad to the Pike Street bunkers. In June C. Saunders launched the barkentine Ella at West Seattle.

Coal played an important part in local ship building during the year 1875. A number of large coal barges were built by the Lake and Hammond yards for the Seattle, Renton and Talbot coal companies. Much repairing was done, the steamers Etta White, Favorite, Eliza Anderson and Zephyr being on the ways during the year. The latter boat was entirely remodeled with the result that when she was again put into service she was able to make much better time than she had previously made. In May the steamer Fanny Lake was launched and after having her machinery installed at Bullene's machine shop, went into service on Black River under command of Captain True.

The three masted barkentine Kate Flickenger was launched from the Lake Yards at Belltown on July 21, 1876. This was Seattle's first barkentine and her launching was celebrated in a style befitting the importance of the event. Capt. S. J. Gilman superintended the construction of this vessel which was 150 feet long, 450 tons registered burden and cost about $30,000. Two days after the launching of the barkentine the eighty foot steamer Nellie was launched from the Hammond yard.

During the next three years numerous small vessels were built by the local yards, among them being the steamer Gem, launched by Bigelow, Tierney & Company, who had opened a yard at Belltown, and the steamer Josephine launched from the Lake yards a few days later. After five years service they were destroyed at almost the same time.

The year 1879 is notable because of the launching, from the Post Street yard, on August 12th, of the famous old side-wheeler George E. Starr. The building of the Starr was under the superintendency of J. F. T. Mitchell and Capt. William Hammond who at that time was United States inspector of hulls. In December he was removed from office because of his connection with the building of the boat, it being claimed that he had no right to oversee the building of a vessel while occupying a Government position. The Starr was 154 feet long, 28 feet beam and had a depth of hold of 9 feet; was equipped with a beam engine 30 by 96 inches in size and was given her trial trip on October 14th in charge of Capt. Charles Clancy. According to steamboat standards of the present day the Starr was an "old tub," but at that time she was a crack boat on the Sound and for many years held a prominent place in its traffic. She was a "lucky" boat and remained in service until quite recently.

The sternwheeler Cassiar, 132 feet long with 16 by 72 inch engines driving a wheel 20 feet in diameter, was another Seattle built boat launched in 1879. McKinzie and Martin were her builders and when she went into service Nat H. Lane, Jr., was her captain and Robert Moran her engineer. The year following her launching she entered the Fraser River trade under the British flag. The little steamers Susie and the Neptune were also built in Seattle about this time.

The Puget Sound country, during the early '80s, entered upon a period of rapid development. Settlements, saw mills and logging camps sprang into existence at many places along the shores of the Sound and on the banks of the rivers emptying into it. Roads were still little better than trails, and in many places even these did not exist, so the settlers still used the waterways as the principal arteries of travel. The Indian canoe stage had passed and the sailing

sloop and small schooner were rapidly giving way before the small steamer, even the least important settlement demanding the more rapid method of transportation. This development created a demand for more steamboats, and as Seattle had a number of good iron and brass foundries where engines and other machinery could be made, she quite naturally became the center of the steamboat building industry which received a great impetus at that time.

That Seattle's three yards, those of Hammond, Lake and Mitchell, were well equipped is shown by the fact that during the year 1882 they built the steamers Edna, Steadfast, Cora and Evangel in addition to doing an immense amount of repair work. The gospel ship Evangel, as that vessel was called, was built for Rev. J. P. Ludlow.

The last half of the 1880-90 decade saw a continuation of the development started during the earlier years and a constantly increasing number of vessels entered the water from Seattle yards. Alexander Allen secured the North Seattle yards in 1887, and made extensive improvements there, increasing the size of the ways until he was able to haul out and repair vessels of 500 ton burden. J. F. T. Mitchell & Company operated the Hammond and Mitchell yards at the foot of Post Street which were not only turning out their quota of new boats but were also doing an immense repair business. In fact the growing importance of Seattle as a ship repair point was noticeable in the increase in the size of the yards, also in the iron and brass foundries and machine shops.

The Seattle Dry Dock and Shipbuilding Company was organized in 1888 and began building the yard at Charles Street. J. F. T. Mitchell was located at Bell Street near the Lake yard, which that year launched the tug boat J. E. Boyden, and Erick Ulin was on Railroad Avenue near Madison Street. The movement of the larger yards from the central water front to points further away from the main business section of the city, which set in this year, had been about completed when the big fire swept over their former locations.

J. J. Holland and T. W. Lake about this time laid the foundations for the present extensive boat and ship building industry at Ballard by establishing yards at that place.

The most notable of the many boats built in Seattle in 1891 were the 177 foot steamer Bailey Gatzert, launched from Holland's Ballard yard on November 22d; the large steam freighter J. R. McDonald, launched March 13th, and the 170 ton steamer Manhattan, both built by T. W. Lake at Ballard, and the seventy-six foot fire boat Snoqualmie, built by A. Allen. The Snoqualmie was the first fire boat built in the Northwest and for a number of years was the only one in service in the same territory.

A remarkable record was made by local ship-building yards in 1892. J. J. Holland built, in twenty-five days, the sternwheel steamer, Florence Henry, 70 feet long, the propeller Monticello, 130 feet long; by E. Sorrenson and by other builders, the steamers Island Bell, 101 feet; the Beaver, 48 feet; the Stimson, 49 feet; the Agusta, 44 feet; the Ellis, the Winifred and the steam launches Guy, Laura, Milton and Lemolo.

Captain Holland, at his Ballard yard, constructed the framework of a 175 foot sternwheel steamer designed for service on the Yukon River. In a knocked down condition, this frame, together with other lumber, machinery and equipment, was loaded on board the steam schooner Alice Blancherd, which on July

6th sailed from Seattle bound for St. Michael Island in the Aleutian group. The Blanchard was delayed on the trip and did not reach her destination until August 2d. Captain Holland and the crew of fifteen ship carpenters and machinists, who had accompanied him, soon built a 40 foot scow upon which the steamer was to be landed on the island. Five days were consumed in unloading, constructing the ways and other preparatory work so that the putting together of the boat did not begin until August 15th, but so well had it been planned that on September 15th it slipped into the water under the name of the P. B. Weare and at once started for the mouth of the Yukon sixty miles away. The Weare was for several years the largest vessel in the Yukon River trade and fully met the requirements of her owners.

The register of vessels for the Puget Sound District for the year 1892 showed sixty-two Seattle built vessels then operating from Puget Sound ports. Of these the steamer Zephyr, built in 1871, was the oldest; the five ton steamer Perhaps was the smallest and the 448 ton barkentine Kate Flickinger, built in 1876, was the largest, closely followed by the 444 ton steamer Bailey Gatzert, built in 1890. This register shows that many of Seattle's larger vessels had been transferred to other ports than that from which they first sailed. At the same time it shows the remarkable growth made by the local shipbuilding industry.

The year 1893 brought with it the completion of a marine railway by the Seattle Dry Dock and Shipbuilding Company and a resultant heavy increase in repair work. The railway was of a size sufficiently large to handle any of the steamers then on Puget Sound and went into service on July 19th, the steamer Chehalis being the first boat hauled out of the water by it. About this time the fishing industry began to show rapid development and large numbers of new vessels were called for by the men engaged in that important industry. The Alaska gold rush of a few years later made further demands upon local builders, old plants were increased in size and new ones were established.

With the appearance on the Sound of gasoline propelled vessels in 1894 a new field was opened to Seattle shipbuilders. Gasoline made the small motor driven pleasure boat possible and many beautiful and serviceable vessels have since that time been built in this city. About this time Ballard took first place among Puget Sound localities building small boats—a place which she has ever since occupied. The firms making a specialty of large vessels, and especially those which entered iron and steel construction, then attracting the attention of Seattle ship builders, moved south along the tide flat waterways where a number of fine plants were developed.

The Spanish-American war, coming as it did at the time of the big rush to the Alaskan gold fields, brought considerable Government work to Seattle. Vessels which had been in the merchant trade were refitted and turned into troop transports and no doubt the experience gained during this period had a big influence in securing the large contracts which the Government later awarded to Seattle builders. That the industry was greatly stimulated is shown by the fact that in 1900 it is estimated there were 1,900 men employed in the more than one dozen boat and ship building plants which at that time were scattered from Ballard to West Seattle, on Lake Union and Lake Washington. The earnings of these men amounted to considerably more than two million dollars and the vessels being built ran all the way from pleasure canoes to the Battleship Nebraska.

The constantly growing commerce of Puget Sound since 1900 has created an increasing demand for all kinds of water craft and Seattle builders are today meeting that demand with better facilities than they have ever possessed, in fact just at the present time they appear to be entering upon the greatest period of large ship construction they have ever known and it is safe to predict that Puget Sound timber, in the hands of Puget Sound shipbuilders, will do much to replace the vessels destroyed by the fighting nations of Europe.

BRICK, TILE, TERRA COTTA, ETC.

In the history of every country yet brought out of a condition of barbarism into one of civilization it is found that the making of brick is one of the pioneer industries. The early settlers at Seattle proved to be no exception to the rule and shortly after the establishment of the settlement, and the discovery of the large bodies of fine brick-making clay which are scattered all over King County, they began to burn small kilns of brick for use in the building of chimneys, etc. For many years these brick makers confined their effort to the making of the common red brick and it was not until the Steffen brothers came here and leased the old yard in the southern part of the city that glazed brick made their appearance. The Steffens had had experience in St. Louis, Mo., and their product was used in store fronts and other places where a hard surfaced brick was desired.

It was about this time that Seattle builders began to think of more permanent structures than those built of wood, and during the next few years several brick buildings made their appearance in the town. The manufacturers increased the size of their yards and new ones were established, among them being that of J. C. McAllister, who, in 1876, burned the brick for the old county jail. At this time Frazier & Moon were operating a yard at Lake Union and it was estimated that the year's output of the two yards was 750,000. By 1882 McAllister had developed his business to a point where he was supplying most of the brick then used in Seattle building operations. Through the spreading out of the town and the demand for building lots he was compelled to move from his old Lake Union location, and in July opened a new yard on the Duwamish River near its mouth. Here he made preparations to burn a kiln of 100,000, but before it was ready to fire he had so many orders on his books that he started another kiln of double that size.

Following the fire of 1889, and the adoption by the city of an ordinance establishing certain limits inside of which nothing but fireproof buildings were permitted, a heavy demand was made upon local brick manufacturers and several large firms were soon engaged in the industry, among them being the Puget Sound Brick, Tile & Terra Cotta Company, Pontiac Company, Ranke & Lohse Company, Carmi Dibble, Seattle Brick & Tile Company, and others on the shores of Lakes Union and Washington.

Seattle brick makers had learned, even before the fire, that other things than common red brick could be manufactured from King County clays; but no doubt the heavy demand made upon them through the rebuilding of the city is, more than any other one thing, responsible for the great increase in the variety of their products which this reconstruction period shows to have taken place.

They were soon turning out good fire brick, sewer pipe, drain tile, architectural terra cotta, vitrified paving brick and other clay products.

The Puget Sound Fire Clay Company was organized in June, 1889, with W. R. Forrest, president; Charles E. Plimpton, secretary, and William M. Calhoun, treasurer. Joseph Sants was made manager, having had much practical experience in the clay industry.

A few months later George W. Kummer acquired stock in the company and became its secretary and treasurer.

In its early days the company had its office and yard at the southwest corner of First Avenue South and Jackson Street and its works near Van Asselt.

A small plant was built with two very small kilns, twenty-four feet in diameter, and sewer pipe became the principal product, a force of thirty men being employed. In the early days the company worked under a great handicap as it was difficult to market the product and as extensive strikes were in force in some of the clay mines, which forced the company to close its plant for six months. The company became heavily involved financially, with Arthur A. Denny the largest creditor.

Mr. Denny made a proposition to take over the plant, pay all indebtedness and a suitable amount for the stock. The arrangement was concluded and on the 1st of April, 1892, the Denny Clay Company came into existence, with Arthur A. Denny as president; O. O. Denny, vice president, and Charles L. Denny, treasurer and assistant manager.

After the death of Arthur A. Denny, in 1897, Orion O. Denny succeeded to the presidency, but the large and growing business was in the active charge of Mr. Kummer until 1906, when he disposed of his interest and retired from the company.

The excellence of its products was soon recognized, particularly sewer pipe, fire brick and retorts, and, later, paving brick and ornamental terra cotta. By 1900 it found a market, not only in many parts of Washington, but in Oregon, British Columbia, Alaska and elsewhere on the Pacific Coast, and even in South Africa.

Under the control of the Denny Clay Company the works were largely increased and the scope of manufacture was broadened in 1893 to include vitrified paving brick, which was the first product of that character manufactured on the Pacific Coast or, in fact, west of the Missouri River. That article brought fame to the company and the business grew rapidly.

It acquired large land holdings at what was called Kummer, the site of the first land owned by the parent company, near Black Diamond, and also at Taylor, a point about thirty-five miles distant from Seattle, on the Columbia & Puget Sound Railroad. At the latter place extensive mines in clay and coal were opened and a large plant was built, the Denny Clay Company employing as high as seven hundred men.

In July, 1905, the Denny-Renton Clay & Coal Company was incorporated with a capital stock of $1,000,000, absorbing the Denny Clay Company and the Renton Clay Company. They manufacture clay products, including vitrified paving brick, vitrified pipe for sewers, brick for buildings and mantels, partition tile and flue lining, terra cotta, the conduit in which electric cables are carried, drain tile and fire brick. In 1909 the capital stock was increased to $2,500,000.

The company furnishes employment to 950 workmen, while the annual payroll amounts to approximately one million fifty thousand dollars.

Moritz Thomsen is president; E. J. Mathews, vice president and secretary, with F. W. Shillestad his assistant.

Their factories are located at the following places: The architectural terra cotta and sewer pipe factories at Van Asselt; the vitrified brick and pressed brick factory at Renton; the sewer pipe and hollow ware factory at Taylor; another sewer pipe factory at Image, Wash.; and a sewer pipe and clay products factory at Portland, Ore. Their paving brick plant is the largest unit plant of its kind in the world.

THE BREWING OF BEER

Although the State of Washington is now "dry" and its breweries have been closed down, or dismantled and turned into plants for the manufacture of products other than beer, they in their time contributed a big share towards Seattle's payroll, consumed large quantities of the state's raw grain and hops, and it is fitting that they should have a place in the history of Seattle.

The exact date of the establishment of Seattle's first brewery is not obtainable, but that it was prior to the spring of 1864 is shown by the fact that at that period the firm of A. B. Rabbeson & Company was advertising that the Washington Brewery was manufacturing porter, beer and cream ale. The next year the brewery was located at the corner of Fourth Avenue and Yesler Way and was being operated by M'Loon & Sherman, who, early in the '70s, sold the property to Stuart Crichton & Company. Several years later Slorah & King purchased it, and when King retired from the business Slorah continued it for some years and then sold it to Ernest Roomey. It was later dismantled and probably became a part of the North Pacific Brewery, which A. Slorah operated at Lake Union a number of years.

On February 1, 1865, Joseph Butterfield and Martin Schmieg announced that they were prepared to supply the people of the city with beer from their new brewery on the west side of First Avenue at Columbia Street. Butterfield soon disposed of his interest in the business and Schmieg & Brown became its owners. A little later Schmieg became sole proprietor, but he left for a visit to Germany, turning the brewery over to August Mehlhorn as manager. Mehlhorn, after some time, brought suit against Schmieg, who had not returned to Seattle, and obtained a judgment against the plant for back wages. The property, consisting of the brewery plant and the 120 by 120 plot of land at the southwest corner of First Avenue and Columbia Street, was put up at auction by Sheriff McGraw. As there were no bids offered, McGraw set a new date for the sale, with the same result, and Mehlhorn, seeing no other way to realize on his labor claim, bid in the property and was given title to it, much against his desire, however.

Having had a brewery thrust upon him, Mehlhorn was forced to operate it. This he continued to do for some years, when the old plant was dismantled to make room for new buildings. The property increased in value very rapidly and within a few years Mehlhorn sold a tract of it, 80 feet wide by 120 feet deep, for $40,000. The remaining 40 feet furnished a part of the ground space upon which Mehlhorn and Fred Gash later built the Union Block. Through

the enforced purchase of the old North Pacific Brewery property, together with industry and careful business management, Mehlhorn later became one of Seattle's prominent business men, and is today the owner of much valuable property.

E. F. Sweeney and W. J. Rule established a small brewery at what is now Georgetown during the year 1884. Within a few months Sweeney became sole owner of the business, which, in January, 1889, was reorganized and incorporated as the Claussen-Sweeney Brewing Company, capital $80,000, Edward F. Sweeney, president, and H. J. Claussen, secretary-treasurer. The business grew so fast that more capital soon became necessary and it was increased to $140,000. By the end of the year 1893 the plant had become one of the best on the coast and had a yearly capacity of 1,000,000 gallons.

In 1885 the Bay View Brewery was opened at the corner of Ninth Avenue South and Hanford Street by J. Hemrich & Company, John Hemrich, treasurer; Fred Kirschner, secretary, and Andrew Hemrich, superintendent. The Albert Braun Brewing Association was formed in 1890, with Braun as president and general manager, and built a brewery in the south end of the city, near the race track.

The Seattle Brewing & Malting Company was organized in 1893, for the purpose of consolidating the breweries of the Claussen-Sweeney, Hemrich and Braun companies, and the officers elected were chosen from all of them, they being: Andrew Hemrich, president; Albert Braun, vice president; Edward F. Sweeney, secretary, and Frederick Kirschner, treasurer. All three of the breweries were operated, but gradually the Georgetown plant was developed until it became one of the largest in America, its product under the name of Rainier Beer finding a market all over the Western country and in Alaska.

FLOUR MILLS

Flour milling in Seattle dates from the year 1864, when Yesler installed a small set of burrs and machinery in a little building north of his sawmill and announced that he was ready to grind grain for the settlers. The White River Valley and Whidby Island were beginning to develop at this time, the settlers were growing small crops of grain and the little grist mill was designed to serve their needs. To be sure it was a small affair and its flour was a kind of graham, but it was wholesome and perhaps of as good grade as could be ground from the soft wheat grown on Puget Sound. Yesler operated the mill until the early part of the year 1872, when he leased it to E. F. Lang, who at once thoroughly renovated the entire plant and continued for some time to grind whatever grists came to him. About this time the Stetson & Post grist mill was established, but this firm drifted into the sash and door business and the grinding of grain was soon a minor part of the enterprise.

Early in the year 1870 John A. Woodward laid plans for the building of a first class flour mill at Seattle. Woodward had been in the general merchandise business here for some time and had also been manufacturing some flour. He was an experienced miller, having come to Seattle from Salem, Ore., where he had been engaged in the industry, and although he later erected a three-story mill building on the west side of First Avenue near Marion Street, the mill machinery was never installed. In April, 1870, Woodward advertised that he was receiving wheat from California and was manufacturing a first class grade

THE
HOME OF PATENT
EXCELLENT
FLOUR

of flour. If this was true he must have had the wheat ground at the old Yesler mill as it was the only one here at that time.

The next attempt to establish a flour mill in Seattle was made by J. W. Busby, who, in 1875, began operating the Star Mills at the foot of Seneca Street. After a few years Busby gave up the business and aside from the grinding of feed, grain milling was abandoned until after the fire of 1889. Puget Sound grown wheat was too soft for flour making, but that people, both at home and abroad, realized Seattle was destined to become an important grain milling and shipping point as soon as the railroads could be built over the mountains to the wheat fields of Eastern Washington, is shown by the following clipping from the June, 1884, issue of the West Shore of Portland:

"There is an industry which is at present unrepresented (in Seattle) but which, when a railroad across the Cascades is constructed, will surely become an important one, and that is the manufacture of flour. With an abundance of coal mined in proximity to the city, and with the harbor full of vessels of the grain fleet, great milling interests must inevitably spring up. The shipments of grain and flour at this point must assume great proportions." The prophecy has been realized, but it was some ten years later that the movement really got under way, and even then growth was slow so that the flour milling industry to which Seattle today points with pride may be said to be an achievement of the last twenty years.

The Waters-Blakely Company, William M. Blakely, president; James B. Morelock, secretary-treasurer, and John M. Waters, superintendent, in 1891 began the construction of Seattle's first large flour mill. The mill was located at Ravenna on Lake Washington and the next year became known as the Seattle Flouring Mills, George B. Landers, proprietor, and a short time later was destroyed by fire. The Novelty Mill Company, A. B. Graham, president; George B. Landers, vice president, and George F. Fulson, secretary, was organized in 1893, and the mills at West Seattle were, within a short time, manufacturing flour. They are still operating after over twenty years, during which time they have been enlarged to meet the constantly increasing demands made upon them, not only from the local trade but from outside points as well.

The City Mills were opened by Lehmann Brothers in 1892, and within three years had grown to a daily capacity of about twenty tons of feed and fifty barrels of flour and meal. The mills are still in business at the old location on Western Avenue near University Street.

The Seattle Feed Mill, opened during the early '90s at the southeast corner of Western Avenue and Seneca Street, passed into the control of Lilly, Bogardus & Company in 1894 and became the foundation of the North Coast Flour Mills which that firm established on Railroad Avenue at the foot of Main Street in 1901. In 1905 the old firm was reorganized and became the Charles H. Lilly Company, which by 1912 had outgrown the old location and the next year moved to its present plant on the West Waterway at Hanford Street. The Lilly Company, from a small beginning, has grown into one of Seattle's leading firms and in addition to its flour handles large quantities of seeds, fertilizer, agricultural supplies, etc., and does a business reaching all over the Northwest as well as into foreign countries.

The Centennial Mill Company mill on Railroad Avenue was opened in 1898

and was followed four years later by the East Waterway plant of the Hammond Milling Company. Albers Brothers' mill at the foot of Massachusetts Street came in 1908 and the Fisher Flouring Mills on the East Waterway in 1912. These are all large plants producing many thousands of barrels of flour each year and doing an immense business. The prophecy of 1884 has been realized. Today Eastern Washington wheat is manufactured into flour in a Seattle tide water mill before it resumes its journey to the hungry of the world. The mill is only an incident of the trip, but to Seattle an important incident as it contributes much to the prosperity of her people.

ICE, ICE CREAM AND A "COOL BOTTLE"

It is said that some time during the early '50s, just after San Francisco began to realize that California gold was making her the richest city on the Pacific Coast, some of her adventurous spirits, feeling a desire for more luxurious living than the restaurants of the town afforded, decided that they wanted some ice cream; also that the contents of "a nice cool bottle" would find favor with their gastronomic tastes, which were tiring of the eatables at hand, and, like the tastes of most of those who have more wealth than they can use, longed for the flesh pots of other lands. Ice cream and cool bottles necessarily presupposed the existence of ice, but there were no ice making plants in the city; neither did San Francisco Bay afford any such commodity as the natural product, so if ice were obtained, it would have to be imported from some place to the northward where the cold winds of winter, passing over the rivers and lakes, congealed their surfaces into crystal.

Since there were no express trains runnings into these ice producing northern climes, the importations must be made by water. A sailing vessel was accordingly fitted out as a floating ice house and dispatched to Puget Sound, for surely the captain could find plenty of ice in the rivers entering that body of water. In due time the vessel arrived, but ice was not to be obtained in this latitude and the hopes of the San Francisco high livers were dashed to the ground, or, held in abeyance, were realized after the railroads brought the Sierra Nevada glaciers within reach.

If humanity were willing to accept the experience of others as final, progress would cease; but, fortunately, there are always those who believe they can turn the other fellow's failure into their success and the race moves onward. The truth of this is plainly shown by the following clipping from the Intelligencer of March 25, 1872:

"We learn that Capt. Marshall Blinn has recently engaged in a novel enterprise, the success of which depends upon our having an unusually warm summer. He is about to establish two ice houses, one at Seattle and one at Olympia, to be filled with ice from Sitka, whither a vessel has already, we understand, been dispatched for the first cargo.—Tribune" (Olympia).

California obtained its supply of ice from the Sierra Nevadas, for on April 1, 1872, the Intelligencer says: "Ice From Sierra Nevadas:—We learn from the Olympia papers that Marshall Blinn, Esq., intends to obtain his supply of ice for the Sound from the Truckee River in Nevada, instead of getting it in Sitka. It will be taken to San Francisco by the Central Pacific Railroad, and from thence shipped here in lumber vessels."

The ice houses at Olympia and Seattle were finished, large quantities of nice clean sawdust were piled up in convenient places and everything was in readiness to care for the ice when it arrived. Did it come from Sitka? No, Blinn found he could not get it there. Also that he could buy the Sierra Nevada ice in San Francisco cheaper than he could get it from the rivers of Northern Alaska. Seattle's first commercial ice was imported from the South, which rather reversed the dream of San Francisco "high livers" of the early day. The handling company was known as the Puget Sound Ice Company, W. W. Barker agent at Seattle, and the ice was sold at 3 cents per pound, delivered.

Ice cream made its appearance on the market on May 19, 1872, and in its next issue the Intelligencer says: "Another Delicacy in the Market:—Mr. L. Reinig, on Saturday last, commenced the manufacture of ice cream for this market, and will hereafter keep a choice and superior make of that great delicacy constantly on hand, with which he will fill orders from parties and families, and supply ladies and gentlemen at his stand at all hours of the day and evening. Having tested the article, with accompaniments, we are prepared to recommend his ice cream department to every one. There will also be found on hand at his establishment a bountiful supply of soda water from the factory of the Levy Brothers of this city."

Other ice cream parlors were opened and ice cream and strawberry festivals became quite the proper thing among the young people of the town, the Intelligencer having frequent occasion to mention these gatherings. That the ice man was kind to the editor is also proven by the fact that its office was "under constant obligations for renewed supplies of this now almost indispensable luxury."

Something went wrong with the industry and there was no ice next year. It did not pay. As an owner of sawmills at Seabeck and a line of lumber carrying vessels, Captain Blinn became a wealthy man, but it seems that whenever he attempted other lines of business he was doomed to failure, which goes to show that because a man is successful in one line of work is no sign that he will not make a failure of another. The disastrous experience which he had with ice was repeated when he attempted to establish a large cattle ranch east of the mountains. Importing some of the best blooded stock that had ever come into the state, Captain Blinn placed them on the ranch, which was in charge of a hired superintendent. A cold winter followed, insufficient feed had been provided, the cattle starved and froze to death and the owner pocketed another loss.

The result of Captain Blinn's ice experiment was that the ice cream habit which the people of Seattle were beginning to acquire, suffered from arrested development. During an occasional cold winter the waters of the lakes would freeze and a small crop of ice would be harvested. Even in the coldest weather this lake ice was so thin that the cakes were built up by piling one on top of another and then freezing them together by pouring water over the piles. In this way the required thickness was obtained. It was a slow way of getting ice but it served the purpose and kept the ice habit alive until, in 1882, the city obtained its first ice factory.

FIRST ICE MAKING PLANT

Early in 1882 Angus Mackintosh secured a tract of land by the side of the Commercial Mills and began to build and equip an ice making plant. Orders for

the necessary machinery were placed in New York and it was expected that the factory would be in operation by the end of the month, but the machinery was delayed in transit at some point along the road and it was July 21st before any ice was made. The blocks were 4 by 9 by 36 inches in size and the plant had a daily capacity of about four tons. After operating for thirty days the factory became the property of the Puget Sound Ice Company, incorporated August 22d by A. A. Denny, James Campbell, A. Mackintosh, H. Bloomfield and Dexter Horton. The company was capitalized for $10,000, and after passing through several changes of ownership had developed a good sized plant at the foot of Seneca Street when the fire of 1889 put an end to its existence.

The Seattle Ice & Refrigerating Company, W. B. Bushnell, president; William A. Peters, vice president, and E. A. Strout, secretary-treasurer, was operating a factory at Yesler on Union Bay in 1889. Two years later Bushnell became president of the Union Ice Company, W. E. Rockwell, manager. This company had large ice houses on the eastern side of the Cascades and the following year opened a factory on Western Avenue at Seneca Street. Following the fire the Albert Braun Brewing Association opened an ice factory at its brewery and the Washington Ice & Bottling Company was also operating a plant on the Grant Street Bridge. From that time down to the present ice making plants have increased with the demands of the city. The brewing, fishing, meat packing and other refrigeration plants added ice machines and several companies made a specialty of supplying the residence portions of the city so that Seattle has never suffered because of a shortage of good, pure ice.

ROPE, SAILS, TENTS

With the exception of the iron and brass working industries, nearly all of the large factories established in Seattle prior to the year 1905 depended upon the raw materials native to Washington for the basis of their operations. In March of that year the Portland Cordage Company opened its large rope making factory at Smith's Cove and in it the city obtained its first factory depending entirely upon a foreign country for its raw material. Following the close of the Spanish-American war and the acquisition of the Philippine Islands by the United States, Manila hemp was placed on the free list, while at the same time manufactured rope was excluded by a high protective tariff wall. Through an arrangement between the Great Northern Steamship Company and the Great Northern Railway a low through freight rate was made on hemp shipped from the islands to middle western points. Under the terms of this new rate a further concession was made in favor of this city by granting local manufacturers permission to hold the hemp a sufficient length of time to manufacture it into rope.

The Portland Cordage Company secured a large tract of tide land at Smith's Cove and began filling it in by hydraulicking down an adjacent hillside. By this means a large factory site was filled to a height of nine feet, a good foundation was obtained and on this was laid out and built one of the best equipped rope making plants in the country. Some four acres of land were used in providing space for the seven buildings erected, the main one being the rope walk, which was 1,750 feet long and contained four tracks, upon each of which was a modern rope making machine. It was the longest rope walk on the Pacific Coast and the factory was equipped to make anything in the way of rope from the smallest size

to a four inch ship hawser. All of the buildings were constructed of hollow concrete block, this company being among the first in the country to adopt this kind of building material, and it was estimated that the plant had an annual capacity of twenty-five hundred tons of rope. During the last ten years this factory has contributed materially toward the payroll of Seattle's manufacturing district and is today a big and growing business.

BAKERS AND CONFECTIONERS

Someone has said that it is possible to live without art and books but that civilized man cannot live without cooks, and since bread is the staff of life and the main product of bakeries, it may be truthfully stated that the establishment of Seattle's first bakery was coincident with that of the first kitchen. The product of this first bakery was no doubt somewhat "primitive," if measured by present day standards, but that it was wholesome is shown by the sturdy type of manhood and womanhood which was produced. There were no dyspeptics and stomach troubles; appendicitis and other similar present day diseases were unknown. The first candy factory doubtless consisted of some pioneer mother's skillet and cook stove, for who can picture a pioneer kitchen in a pioneer home, inhabited by pioneer children, without at the same time thinking of molasses taffy, that wholesome pioneer candy.

On March 29, 1864, Terry & Green advertised that they had opened the Eureka Bakery on First Avenue South where they would at all times carry a complete stock of confectionery, cakes, pies and bread which would be sold as cheap as the cheapest. They also announced that they were expecting to receive a cracker machine within a short time and would then "manufacture every description of hard bread, pilot-bread, navy-bread; Boston, soda, water, butter, and sugar crackers." Two years after the bakery was established Terry had become sole proprietor and continued as such until in January, 1869, when he disposed of the business to George F. Frye.

In the fall of 1871 the bakery became the property of William C. Meydenbauer, who continued in the old location until about 1880, when he moved to Columbia Street near Third Avenue. Here the business was continued for seventeen years in the control of Meydenbauer.

The Seattle Bakery, Leonard Reinig, proprietor, began business during the spring of 1869. Reinig, who carried a stock of groceries in connection with his bakery, was still in business in 1889 and was one of the losers in the fire of that year.

In a list of Seattle business men, published in 1876, appears the name of A. W. Piper, baker and candy maker. Piper, who arrived in Seattle in 1873, may be said to have furnished one of the connecting links between business and art—he combined the trades of baker and candy maker with the profession of artist, and his paintings are still to be found on the walls of pioneer homes. Turning his artistic ability toward the production of fine wedding cakes and fancy confections, Piper, during the '80s, developed a candy factory and bakery of some size, employed several assistants, and sold his products in many of the other towns on the Sound. The factory was located on First Avenue and was burned June 6, 1889, at which time every bakery and candy factory in the city

was destroyed. This brought about an almost entire reorganization of these industries, and while many of the bakers and candy makers again entered the business they did so as members of new firms, the history of which is a modern story.

BAKING POWDER AND EXTRACTS

Among Seattle firms that have achieved a nation-wide reputation is that of the Crescent Manufacturing Company, which was organized May 22, 1888, with H. F. Whitney, president and treasurer; C. H. Hanford, vice president, and Albert C. Larsen, secretary-manager. The original firm was capitalized at $20,000 and began business as a manufacturer of baking powder and extracts at the foot of Seneca Street. The following year the entire plant was destroyed by fire and the firm opened a new factory at 1512-14 Sixth Avenue. It is now located at Occidental Avenue and Jackson Street where it operates one of the largest tea, coffee, extract and baking powder businesses on the coast. Through its system of direct importations of raw materials and its advertising the firm has built up a business that is nation-wide in scope.

THE MAKING OF SOAP

Soap manufacturing was begun in Seattle in 1870 by J. J. Moss, who soon found that the town was not ready for his industry and gave it up. Along in the spring of 1873 Isaac Ranck began building a factory near the tannery on Yesler Way and advertised that he would supply both the local and outside market with first class laundry and toilet soaps, but it was not long before Ranck also saw that he was too early and turned his efforts into other channels. Both of these pioneer soap makers found that the stiff competition of outside products, together with the fact that local merchants would not handle the Seattle article, was too much for them to overcome. The merchants withheld their support because, they claimed, they had no guarantee of supply and that about the time they developed a market for the local made soap the manufacturers would take the trade into their own hands and the dealers would be out any profit on the business.

In 1886 C. B. Bussell and R. M. Hopkins established the Seattle Soap Works in an old grist mill at the foot of Seneca Street. This was a strong firm and was soon able to give the San Francisco soap makers all the "fight" they wanted. Through close attention to the details of its business the firm built up a good reputation for its products and its output grew rapidly; in fact it grew so rapidly that the old location was outgrown, and, under the management of William J. Bernard, in 1898, a new factory was opened at Sixth Avenue and Olive Street. After thirty years devoted to the work of supplying the people of the Northwest with good grades of soap the Seattle Soap Company is still numbered among the city's industries, its factory now being located at 2529 Ninth Avenue South. Seattle today has a number of soap-making firms who each year contribute their share towards the advancement of the city's industrial importance.

THE DENNY IRON MINES

The foundations of much of Seattle's present day greatness were laid during the decade between 1880 and 1890, and while it is true that many of these

foundations are today supporting the institutions for which this city is famous, still there were some "schemes which failed." Among the most notable of these is that of the Moss Bay Iron & Steel Company, the $5,000,000 corporation which at one time gave promise of making the Town of Kirkland the Pittsburgh of the West.

Within a short time after the settlement was established on Elliott Bay the pioneers noticed that the Snoqualmie Indians, in their visits to the settlement, carried chunks of a peculiar black metallic substance from which they made some of the paints used in smearing their faces when they "made up" their savage toilet. Few of the early settlers had any knowledge of minerals, but they all realized the possibilities which the Cascade Mountains offered in the development of hidden mineral wealth and made up their minds that the Indians' paint mineral was one worth investigating. A. A. Denny, who, through his kindness to Pat Kamin, was on friendly terms with the Snoqualmies, tried to get the Indians to tell him where the mineral was obtained, but without success.

Jerry Borst, who lived on the Snoqualmie Prairie and had an Indian wife, in the summer of 1869 sent Denny word that he had found an Indian who would guide them to the mine from which the mineral was taken. An exploring party was hastily organized and left Seattle on July 25th for Borst's place. The party was composed of Denny, Doctor Wheeler, Prof. John Hall of the university and Edmund T. Coleman, an English artist and writer who happened to be in Seattle at the time. Coleman, who wrote an account of the trip, says the party found the road level for the first twelve miles after leaving Seattle, crossed over Black River and passed the night at the farm house of W. P. Smith. The next day they reached Issaquah, where they had lunch and bought some oats for their pack animals. Continuing their journey in the afternoon they passed a district through which a forest fire was burning, Mr. Denny finding it necessary to cut away many burning logs which had fallen across the trail. The party reached Borst's about 5 o'clock and camped for the night.

"We resumed our journey on the following morning," writes Coleman. "Mr. Borst joined us; we were also accompanied by an Indian woman, who went by the name of the 'widow,' together with her young husband—this being her third—as he was to guide us to a reported lead of plumbago near the pass which we were desirous of examining." Reaching the summit of the pass, camp was established late in the afternoon of August 1st. The next morning all of the party, except Coleman, started out to find the plumbago mine, as it was then called. They went up the main branch of the Snoqualmie River, which at this point is a small creek, for some distance, when it was found that their guide had never been to the mine and knew nothing about it except what he had been told by other Indians. The prospectors were satisfied their expedition was a failure when one of the party suggested that they cross over a small ridge and go back to camp down the creek, which was known to run through the valley on the other side. When the party reached the creek they were very tired from their exertions in climbing the ridge and threw themselves down on its bank to rest. While they were lying there recovering from their climb, Mr. Denny's attention was attracted to the peculiar appearance of the side of a hill on the opposite side of the stream. Calling the attention of the rest of the

party to this hill, the creek was soon crossed, the mountain reached and the iron mines were at last discovered.

Returning to Seattle, the discoverers of the iron mines evidently kept their find a secret, as the newspapers of that time, while mentioning the return of the party, say nothing about the iron mines. That the discoverers did not intend the matter should rest is shown by the fact that before the end of August Doctor Wheeler and Professor Hall were again in the pass, this time, the Intelligencer says, prospecting for silver. Several trips were made during the fall, work being given up on account of the heavy rains, which rendered the trail impassable.

Several years elapsed before the Denny iron mines were again an item of interest to Seattle people. During this time a number of claims were staked on the upper waters of the Snoqualmie, some of the locators being A. A. Denny, F. M. Guye, Charles K. Jenner, A. Mackintosh, J. H. Sanderson, Jerry Borst, James Taylor and Wilson Denny. The Denny Iron Mining Company was organized and through its efforts the mines were brought to the attention of the outside world. Later, in 1887, George A. Pratt, T. G. Wilson, Richard Jeff, Norman R. Kelly and Charles M. Sheafe located claims in the district, one of the locators at the time saying: "Each of these parties has located an iron, marble, limestone and silver claim, making twenty locations in all. The silver ledges have been named 'Silver Lake,' 'Mountain Goat' and 'Extension,' and the iron mountain has been named 'Chair Peak,' and the mine itself 'Snoqualmie Lode.' Harry Whitworth, our engineer, named the mountain on account of its striking likeness to an old arm chair."

Samples of ore were taken from the mines and sent to various assayers, who reported as high as 65 per cent metallic iron. Experts were brought to Seattle from iron producing regions; they made an examination of the prospects, pronouncing them very rich, and local people, dreaming of the greatness which iron and coal had brought to Quaker Land, began speaking of Washington as the Pennsylvania of the West. But the iron mine owners were not to develop the properties without a fight, and the Northern Pacific, which at that time was trying its best to crush Seattle, caused trouble. One of the high officials of the railway is credited with having said that his line would obtain control of the Seattle, Lake Shore & Eastern and after that none of the iron ore should come closer to Seattle than the Black River junction, where it would be diverted to Tacoma.

Realizing that their iron mine was rightfully a Seattle asset, the claim owners determined this city should receive the benefit of any wealth which might be produced therefrom. Very tempting offers were made by outside parties, the owners were coaxed, they were threatened and the report was spread over the country that there was no iron in the claims, but through it all the Seattle people "stood pat" in their one condition that the iron should be manufacured in his city.

In 1886 came Peter Kirk, a representative of one of the great English iron manufacturing firms, and the owners of the iron claims felt sure their dream was to come true. Kirk studied the project for two years, being joined in the work by W. W. Williams, another English iron man, and at the end of that time leased the mines for a period of forty-five years, one of the conditions

of the lease being that the iron manufacturing industry should be located in or near Seattle. The Moss Bay Iron & Steel Company of America was organized with a capital of $5,000,000, the incorporation being perfected in 1888, with Peter Kirk, president; H. A. Noble, treasurer, and W. W. Williams, secretary. Selecting the site of the present Town of Kirkland, the plat of which was filed on November 2, 1888, the company made preparations to establish there the greatest iron and steel plant on the Pacific Coast. About this time the Moss Bay company failed and was succeeded by the Great Western Steel & Iron Company, L. S. J. Hunt, president; W. W. Williams, secretary; Jacob Furth, treasurer; H. A. Noble and Peter Kirk, mining directors. The capital of the new company was placed at $1,000,000, and as the officers were all Seattle men, although the company numbered among its stockholders some of the most prominent of eastern capitalists, it was predicted that development would be rushed along at a lively rate. Orders for large quantities of machinery were placed with eastern manufacturers, a ship load of fire brick to be used in furnace building was brought from England and the construction of buildings was begun, a sawmill already having been placed in operation at Kirkland.

The shipment of ore from the Denny iron mines was one of the sources of revenue which the promoters of the Seattle, Lake Shore & Eastern had in view when they incorporated that road on April 28, 1885. The ledges were said to lie in a vertical position and to be from 6 to 150 feet in thickness, thus indicating an inexhaustible supply of ore which represented many thousands of tons of freight as soon as the road could be built. The plan of Kirk contemplated bringing this ore to the works at Kirkland, where it would be manufactured and the finished product sent through the Lake Washington Canal to all parts of the world. It was one of Seattle's greatest dreams, one in which her most careful business men had a share, but the company failed and the dream was at an end. Kirkland still has some of the two- and three-story brick buildings erected at the time, and it is possible that some day the iron mines may prove to be of value.

CHAPTER XXXV

BUILDINGS

From first to last in the history of a city the erection of buildings requires courage and conviction. The builder must have faith in the city and must stake his efforts or money on that faith. The founders of a city depend on their judgment as to the proper location in which a city will develop best and then cast their lot with it for better or for worse.

In the early history of Seattle the pioneers who had the vision of a great city on her seven hills required more courage to face actual conditions and erect their cabins in the wilderness than do the capitalists of these later times to put their thousands behind their belief in Seattle and build higher than their neighbors. Then men who fought for a score of years to put Seattle on the map prepared the fields for the harvests of wealth which have followed.

It was immediately after the fire in 1889 that Seattle commenced to erect the buildings which gave her the appearance of a city. The notable structures before that time were the Yesler-Leary buildings, near where the Mutual Life Building now stands on Pioneer Place, the Boston Block, still a modern structure which was built by Herman Chapin and associates at a time when it required some nerve and confidence to erect such a large building in such a small city, the Burke Building, at the corner of Third Avenue and Union Street, the Occidental Hotel covering the triangle bounded by James Street, Yesler Way and Second Avenue, and a number of other brick buildings on the west side of First Avenue from Yesler Way to Columbia. Yesler and Leary erected the first office building at the head of the street that was then the most prominent retail thoroughfare in the city, blocks away from it on Second Avenue. Herman Chapin spent a great many thousand dollars where the commerce of the city was commencing to develop. Judge Burke went still further afield and erected a building at Third and Union when it was "away out of town."

On the ashes of buildings that reached back almost to the village state ambitious buildings sprang up after the fire. W. E. Bailey erected the building that for many years bore his name and is now the Railway Exchange Building. J. D. Lowman erected the Pioneer Building, John Collins the Seattle Hotel and Collins Block, Angus Mackintosh the Kenneth Building, the Starr-Boyd estate the building that bears its name, Dexter Horton the New York Block and A. H. Foote and associates the Pacific Building. All these buildings clustered around the business center as it then was. Again Judge Burke did some pioneering, and at the corner of Marion and Second Avenue built the Burke Building, which was the most ambitious structure in the Northwest when it was completed, and which is still an ornament to the main retail street. The Downs, Hinckley, Haller, McDonald and Epler buildings were also added.

The first steel building of the sky-scraper type to be erected in Seattle was

TIMES
BUILDING
TIMES INVESTMENT Co.
Chas. H. Bebb
Carl F. Gould
Architects

the Alaska Building. In 1903 J. E. Chilberg, Jafet Lindeberg and other stockholders of the Scandinavian-American Bank, purchased the southeast corner of Second and Cherry from the Amos Brown estate for $250,000, with the intention of erecting upon it a home for the bank. The morning after they made the purchase, J. C. Marmaduke, of St. Louis, decided that he would like to erect a building on the corner and approached the Amos Brown estate with a view to buying it. When he discovered the sale had already been made he hunted up Mr. Chilberg, made him a proposition, and the two joined in the erection of the first fourteen-story steel building in the Northwest. Construction work was completed in eleven months. The building stood as the highest in the city until James D. Hoge and associates erected the Hoge Building across the corner from it. In 1914 was completed the L. C. Smith Building, which rears its forty-second story into the clouds and gives Seattle the distinction of possessing the highest office building in the world outside of New York City. The Leary Building at the corner of Madison Street and Second Avenue, was erected by Mrs. John Leary.

The first reinforced concrete structures in Seattle were the American Bank and Empire buildings, which connect and were built jointly by the American Savings Bank and Judge Burke. A. Warren Gould was the architest, and now, in 1915, he is engaged in erecting a $1,000,000 courthouse for King County.

It is interesting to note that while individuals and companies have come to Seattle in recent years and expended large sums of money in the erection of buildings, with the exception, perhaps, of the Metropolitan Building Company, J. M. Colman and his sons, Lawrence J. and George, all pioneers, have built more frontage than any others in the city. Their block on First Avenue has a frontage of 240 feet and that across the alley fronting on Western Avenue has the same, while their gigantic dock building has about two hundred feet frontage on Railroad Avenue and immense depth both downwards and westward. In addition to these, they have, at least, a half dozen other business buildings with a frontage of at least six hundred feet.

Other pioneers have put back upon their lands much of their fortunes they acquired here. Judge Burke long ago covered five lots and Dexter Horton four lots.

A striking feature of the erection of buildings in Seattle is the work of development now being done by the Metropolitan Building Company, an organization of prominent capitalists. The company was organized in 1907 for the purpose of taking over from James A. Moore a lease he then had on the ten acres situated in the heart of Seattle, which A. A. Denny, C. C. Terry and Edward Lander, in 1861, presented to the state for a site for the university, and was used for university purposes until September, 1895. It was a tract without streets or buildings, although completely surrounded by both. The Metropolitan Company began the unique task of building a city within a city and has given Seattle some of the finest office buildings on the continent. The White, Henry and Cobb and the Metropolitan Theater buildings were the large structures completed prior to 1914, and the Stuart Building has just been finished this year, 1915. The company is not only developing the tract with buildings that will produce revenue, but it is doing all the physical work with regard to beauty of design and the artistic effect of the group when it shall be completed. The land is still owned

by the university, and the Metropolitan Building Company has increased its value not only to the extent of the buildings it erected on it but by bringing it so emphatically into the city. Howells & Stokes, the architects, have carefully preserved harmony of color and design in all the buildings and are giving to Seattle a group of structures that will be a decided ornament to the city.

The officers of the Metropolitan Building Company are, 1915, C. H. Cobb, president; O. D. Fisher, E. A. Stuart and C. F. White, vice presidents; J. F. Douglas, secretary and manager; O. D. Fisher, treasurer; and C. H. Cobb, O. D. Fisher, E. A. Stuart, M. J. Whitson, A. F. Coats, Landon C. Henry, W. G. Collins, Mark Reed, J. F. Douglas, J. H. Douglas and W. H. Talbot, trustees. Among the other stockholders might be mentioned H. C. Henry, R. D. Merrill, Grant Smith, M. G. Draham, Thomas Bordeaux and Patrick McCoy.

Many millions of dollars of outside capital have been spent in building operations in Seattle, and many times during her career outsiders have shown faith in the city's future, and that with no sentiment to tempt them to overstep their independent business judgment. One of the most interesting cases of this is the record of the investments of G. Henry Whitcomb, of Worcester, Mass. Mr. Whitcomb's belief in Seattle is so typical that it is worth relating. He was the first man in America to manufacture envelopes by machinery and has had a singularly successful business career. Early in 1898 James A. Moore, then a real estate broker in Seattle, was introduced to Mr. Whitcomb in Worcester, and, as the manufacturer was contemplating a trip to the Pacific Coast during the summer of that year he promised Mr. Moore that he would visit Seattle and see if it measured up to the description of the enthusiastic real estate man. Mr. Whitcomb brought his entire family. When he arrived Seattle had all the ear marks of a frontier town. The Klondike rush was at its height, and on the street in front of the Rainier-Grand Hotel, where the Whitcomb party stopped, dogs were being trained for harness. Mr. Whitcomb spent some weeks in Seattle and explored it thoroughly. The impression it made was apparently satisfactory, for he proceeded to purchase property to the extent of $113,000, spread out as follows: One hundred lots known as the Lowman property, for $25,000; thirty-five acres known as the Emerson land, near the university, for $16,000; the northwest corner of Pike and Fourth, for $42,000; the northwest corner of Third and Virginia, for $10,000, and the northwest corner of Second and Union, for $20,000. On the last mentioned property he proceeded to spend $8,000 remodeling the building, bringing the total of his first year's investment up to $121,000. These purchases indicated Mr. Whitcomb's faith in two things that were not accepted at that time even by many residents of Seattle—the gradual working north on Second Avenue of the retail business, and the ultimate development of the university district. It also reflected quite remarkable foresight and a confidence in the ultimate growth of the city that was not influenced by local prejudice, as he had no sentimental interest in the future of Seattle. That he was not carried away by a momentary burst of enthusiasm was demonstrated during the following year, when he purchased the southeast corner of Second and Union and proceeded immediately to erect the Estabrook Block. In 1901 he purchased practically all of what is now Capitol Hill, cleared it, paved it and placed it on the market through the office of James A. Moore. Also in 1901 Mr. Whitcomb leased the entire block surrounded by Second, Union, First and

VIEW LOOKING NORTH FROM THE SMITH BUILDING, SECOND AVENUE

University—the Denny cow pasture—had the cows removed and commenced the construction of the Arcade Building, which, with the annex erected in 1907, occupies all the property. This building, still owned by Mr. Whitcomb and built entirely by him, is the largest office structure in the city, containing 351,000 square feet of floor space. In the forty-two story L. C. Smith Building there are 300,000 square feet.

In 1905 and 1906 Mr. Whitcomb acquired all the frontage on the east side of Second Avenue from Pine to Stewart, and erected the Amherst apartment building and the Washington Hotel Annex. So closely did he follow the regrade operations that the steam shovels were eating away the hill on the rear of his property while he was building on the front. His son, David Whitcomb, is in charge of the Seattle property.

Since the above was put in type the telegraph reported Mr. Whitcomb's death at his home in the eastern states.

Seattle's most unique structure, the forty-two story L. C. Smith Building, was the result of another non-resident's faith in the future of the city. The chain of circumstances that led up to the construction of the conspicuous landmark starts away back a full half century ago. At that time Miss Mary Slocum was making dresses for Mrs. L. C. Smith's mother and other women in Syracuse, N. Y. In the '80s Miss Slocum decided to join her sister, Mrs. W. E. Boone, in Seattle. In 1888 Mrs. Smith's parents, Mrs. Smith, and her son, Burns Lyman Smith, crossed the continent for a visit to San Francisco. While on the coast they decided that they had better return home by way of Seattle, in order to see their old friend Miss Slocum. They put in a week here, the most notable incident of the visit being the soaking of Mr. Boone by little Burns, who learned to play with the garden hose, and who was promptly chastised by his victim. On the return home the members of the party were warm in their praise of Seattle and Mr. Smith visited the city a few years later in order to see it for himself. In 1890 J. W. Clise left for New York City to endeavor to interest capital in the purchase of a number of properties in the wholesale district south of Yesler Way. He stopped off at Syracuse to call on his friend William Nottingham, a prominent attorney. In course of the visit Mr. Nottingham suggested that he try to interest L. C. Smith in the properties. Mr. Smith by that time had amassed a great fortune in the manufacture of the typewriter that bears his name. The necessary introduction was arranged and the three men held numerous conferences. A few months later Mr. Smith wrote one check to cover the purchase of the following properties: The northeast corner of Second Avenue and Yesler Way where the great building now stands; the Pacific Block, the northwest corner of Occidental and Main; the Grand Central Hotel Building, at the northeast corner of First and Main, and the northwest corner of First and King. Four and five-story modern buildings occupied some of the corners. Watson C. Squire, formerly governor of Washington, was the vendor. It was probably the largest individual purchase of property at any one time in the history of Seattle real estate. It was two years after he made the deal before Mr. Smith came west again to view his property. Meanwhile Mr. Clise represented him here and continued to do so for ten years. In 1909 Mr. Smith visited Seattle and Mr. Clise urged him to improve his property at Second and Yesler, as the chief building then under way in the city was in

the neighborhood of Second and Pike and Mr. Clise feared that the other end of Second Avenue was suffering from neglect. While in Seattle Mr. Smith met John Hoge, who was associated with James D. Hoge in the ownership of the northwestern corner of Second and Cherry, and the two millionaires indulged in a good natured sparring regarding the improvement of their respective properties. Each was anxious to build a greater structure than the other, and both declared that they thought fourteen stories was about the proper height to go. Meanwhile Burns Lyman Smith was busy examining sky-scrapers in New York, and when his father returned East in November, 1909, the son was wedded to the idea of erecting a main building twenty-one stories high and a tower of the same height above it, making forty-two stories in all. His mother shared his opinion, for she was confident that while the building might be too large for the Seattle of that day, the city would soon grow great enough to justify the investment. Both of them were somewhat surprised when Mr. Smith, at a family dinner on the night of his return, stated that he thought he had better run up a building so high that there was no danger of anyone else even approaching it for many years to come, and he outlined just the sort of structure that his wife and son had intended to urge him to build. Gaggin & Gaggin, Syracuse architects, were called in, work started November 1, 1911, and in 1914 the magnificent building was opened. Mr. Smith never lived to see his plans materialize, but Burns Lyman Smith carried them through.

The Hoge Building got under way before the Smith Building, construction having started in March, 1911, and it broke all world's records for the rapidity with which the steel frame went up, the entire eighteen stories being in place in thirty days. For a while, therefore, the Hoge Building enjoyed the distinction of being the tallest structure in the Northwest. It is a very beautiful building, Seattle architects, Messrs. Bebb & Mendel, being responsible for it. It is the home of the Union Savings & Trust Company.

The Denny hill regrade was followed by a building boom in its vicinity, the Standard Furniture Company's Building, and the New Washington, the Calhoun, the Archibald and the Washington Annex hotels being erected in quick succession. The Moore Theater, erected by James A. Moore, was built as soon as the ground was leveled, and the Haight Building, erected by James A. Haight, a man who has long been active in public affairs in Seattle, added another modern touch to the district through which the steam shovels ate their way. The Joshua Green Building at Fourth and Pike was erected in 1914 by Joshua Green, and is one of the handsomest office structures in Seattle. Stirrat & Goetz had previously improved the corner opposite it with the Northern Bank Building.

VIEW LOOKING NORTH FROM THE HOGE BUILDING

CHAPTER XXXVI

PHILANTHROPIC SOCIETIES

THEODORA HOME

Theodora Home, located upon Ravenna Heights, at the northeastern limits of the city, is the second institution of its kind in the United States. Its forerunner is in Chicago. They are devised to afford a temporary home for dependent mothers with children, bereft of the husband's and father's care. It is a well planned and commodious three story structure upon a spacious site, the munificent gift of Mr. M. F. Jones, a neighboring citizen, who has made similar gifts to other charities. It is the property of the Seattle post of the Volunteers of North America, whose headquarters are in New York City, and whose president is Mr. Ballington Booth, of that city, son of William Booth, founder of the Salvation Army. Theodora Home was conceived, erected and put in successful operation by Capt. C. W. Brooks, in charge of the Seattle Post, with the advice and cooperation of a board of trustees, of whom Judge Greene was chairman, and in whom the title of the property is vested. It is dependent for its maintenance upon voluntary gifts, but the city and county as well as the post and its supporters have liberally assisted. The building cost $14,000.00; its equipment $1,385.10. The board of trustees and advisory board, for 1914 and 1915 were Roger S. Greene, president; Franklin Shuey, secretary; Dr. Sydney Strong, Dr. Maybelle M. Park, Dr. Edwin A. Layton, Mrs. John Stringer, Dr. Walter Gelhoon, W. D. Lane, Mrs. I. H. Jennings, Mrs. H. P. Fish, Mrs. Ella Brooks and Capt. C. W. Brooks.

This institution, up to January 1, 1916, had cared for 43 mothers and 82 children.

SEATTLE HUMANE SOCIETY

Organized effort for prevention and alleviation of pain and suffering, especially of brute creatures, began in Seattle with the formation of the Seattle Humane Society, in October, 1897. Instances of cruelty to dumb animals and also to children had become very rife and obtrusive in Seattle, and as public spectacles had a particularly demoralizing tendency upon youthful spectators. Not infrequently teams were grossly overloaded, the horses heartlessly whipped or cudgelled by their drivers, under pressure for impossible service exacted by unmerciful employers; animals with broken limbs, or otherwise, perhaps mortally injured, were left needlessly to linger for hours or days in their pangs; lame horses, and occasionally footsore or overloaded dogs, were to be seen on the streets, compelled to labor when they needed kind treatment and perfect rest; animals were worked over hours, made to go too long without water or food, were insufficiently fed, or when no more work could be got out of them, were turned loose on the

streets or vacant lots to shift for themselves, and be persecuted by children who had never been taught humanity; commission merchants and grocerymen were daily receiving and carrying in stock, to be sold as food, fowls of all sorts, cooped up with their own filth, with inadequate or no water or food or ventilation; railway corporations were daily disembarking in the city carloads of beef creatures, sheep and swine, intended for food consumption, whose bodies had become weakened or diseased by the unnecessary and unreasonable rigors and torment of too long and unbroken confinement and jolting, without food or drink, in ill-aired cars; these same poor creatures were being driven to the slaughter-house, there to be butchered in such cruel fashion, that every abattoir in the city was a pandemonium and a hell. Impounded dogs and cattle were often shamefully neglected, and when put to death were dealt with as if insensible to misery. Outrageous, and even crippling child-beating and wife-flogging, every now and then were brought to light. Such doings and conditions were not properly met or relieved by the city government. The police necessarily came intimately in touch with these things; but having no instructions or discipline on the subject, they regarded it as none of their business, and their contact with all this inhumanity tended to make them callous and brutal.

While things were so the Seattle Humane Society was called into being for the express purpose of effecting a change for the better. In all such humanitarian work, striving to counteract and correct abuses that have become habitual, especially those in which the aboriginal savagery in man has broken loose, and where the projected reformer, although seeking to relieve and banish unnecessary pain, seems to menace the economical conduct of business, there is needed some self-sacrificing person, who for the sake of others, be they brutes, or brutalized men, women and children, will make the task, at least for such period as the necessity requires, the chief earthly aim and exhausting endeavor of both the body and the soul. Such a spirit came to Seattle in 1896, in the person of Mrs. Beulah C. Gronlund. She was the wife of the justly distinguished socialist writer, the author of the well written and widely read collectivist book, "The Cooperative Commonwealth," Mr. Lawrence Gronlund, who became a resident of Seattle the same year. She was and is an artist of no mean skill and earned her living while here by teaching her art, and by the products of her pencil and brush. Her tender feelings were touched and the ardor of her nature was enlisted in an agitation then on foot to form a society for the prevention of such cruelties as she witnessed. She joined with others to incorporate the Seattle Humane Society. Its incorporators were Jerome Catlin, Helena Keith, W. H. G. Temple, Mrs. Lawrence Gronlund, W. H. Reeves, Dr. J. E. Crichton, Con A. Rideout, S. W. Elbert, Professor E. S. Ingraham, William Welch, C. J. Challar, Judge Roger S. Greene and J. E. Hawkins. Judge Greene was made president, Dr. Crichton and Rev. Dr. Temple, vice presidents, Mrs. Gronlund, secretary, and Mr. Catlin, treasurer. The organization remained the same, as regards secretary and president, until the fall of 1900, when Judge Greene declined reelection, but was made first vice president, with Doctor Crichton second vice president and Mrs. Gronlund still secretary. During the years 1897, 1899 and 1900, the society was very active. It held monthly and sometimes weekly meetings. It set itself vigorously and successfully to work to accomplish certain definite ends. It circulated broadcast, among the families in the city, interesting and entertaining humane litera-

ture. It introduced into the schools instruction in humanity, and got the teachers to interest and inform themselves on the subject. It caused to be framed and procured the passage of city ordinances and state and Federal statutes giving humane powers, imposing humane duties and commanding humane behavior. It encouraged and secured hospital and surgical treatment for such afflicted animals as could be cured, and merciful and speedy unfelt death for such as cannot or must not live. It obtained from the mayor and city council the permanent installation of a "humane officer" on the police force, whose special charge it is to investigate cases of alleged inhumanity, relieve and report violations of the humane laws, make complaints and arrests, give information and furnish evidence.

About the year 1901 Mr. Catlin died, Mrs. Gronlund became a widow and removed to California, others of the incorporators left the city, Dr. Temple, Judge Greene and Doctor Crichton yielded to the calls of other imperative duties and the activity of the society languished. It has not for many years last past appeared in the city directories. But currents of humane action, which it is to be hoped will be unfailing, set in motion by that society, within permanent channels, of its own devising and procurement, will probably continue for a long and indefinite period to affect favorably the lot of animals and other residents and visitors of Seattle.

SEATTLE SEAMEN'S FRIEND SOCIETY

One of the most worthy benevolent undertakings of the City of Seattle is evidenced today by the commodious four-story building, near the tide-water, at the corner of Stewart Street and Western Avenue, called the Seamen's Institute. It was erected and is conducted by the Seattle Seamen's Friend Society, auxiliary to the American Seamen's Friend Society of New York City.

The Seattle Seamen's Friend Society was formed and incorporated in March, 1878. Its object was "to establish a Seaman's Home and Bethel in or near the City of Seattle, to provide religious instruction, to promote temperance and habits of industry among seamen and others, and carry into effect such measures as will insure the success of the Bethel work and Seamen's Home." Membership included any person who subscribed to the by-laws and contributed "his or her proportional part to carry out the objects of this incorporation." As incorporators we find named Dr. G. A. Weed, Edward Hanford, Samuel Kenney, John H. Sanderson, Rev. Daniel Bagley, Dr. N. W. Lane, Hiram Burnett, Doctor Weed being president and Mr. Burnett secretary and treasurer. Mr. Dexter Horton took a great interest in the work of this society and was for years its president down to the great fire in June, 1889, when the leasehold wooden building on the south side of Yesler wharf, then and for some time previously used as its "Bethel," was burned. The first chapter in the history of the society ended with that catastrophe. It had been active and very useful from the beginning, successfully carrying out, with quite limited material resources, the object expressed in its charter.

Soon after the fire, the work was taken up again. In 1902 the site for the present "Institute" had been secured, partly by purchase and partly by gift from the city and the lower two stories of the building had been constructed and moved into; the reincorporators and their respective officers, under the new articles being: Roger S. Greene, president; W. H. Selleck, H. D. Brown, P. J. McDonald,

W. H. G. Temple and Clarence Thwing, vice presidents; Austin P. Burwell, secretary; Odin H. Halsted, treasurer; F. H. Whitworth, H. C. Ewing, Thomas W. Lough, J. A. Sloan, D. B. Ward, J. B. Eagleson, J. F. Douglas, Louella S. Dyer, Margaret Hollenbeck, Austin E. Griffiths, W. D. Wood, and Gustavus F. West, the chaplain, all of whom except Messrs. Selleck, Brown, McDonald, Wood, Griffiths and West, were also trustees.

Rev. Thomas Rees remained in office, a very efficient and beloved chaplain among the sailors and townspeople until his lamented death in 1899. His labors extended to all ports of Puget Sound. He visited all arriving and departing vessels from or to the ocean. He held religious services on shipboard and on shore. He gathered and distributed to ships large quantities of wholesome literature. He befriended every needy sailor and longshoreman whose need he knew of and could reach. He was vigilant to learn of and embrace every opportunity for service. His life and words were inspiring to both laity and clergy of Seattle.

Chaplain Rees was succeeded as chaplain by Rev. Gustavus F. West. He as well as his predecessor had been a sailor himself, and intimately knew the seaman's heart, manner of life, hardships, temptations, pitfalls and needs. He was a man of different type, but as loveable and efficient as Chaplain Rees, and one with good reason can say as much beloved, although probably, among the religious people of the city, not so familiarly known. It was reserved for him to see, and largely through his own faith and energy, to bring about the acquisition of the site and complete construction of the new institute. Liberal donations of material and money toward that structure were made by the Port Blakeley Mill Company, Mr. Cyrus Walker, the Stimson Mill Company, Seattle Hardware Company, and many other firms and individuals. A great deal of faithful labor also was contributed. Internal arrangements were mainly planned by Chaplain West himself. He lived for several years to enjoy serving the sailor from and in these admirable quarters and passed away a few weeks before this volume goes to press. He will never be forgotten, in kindly memory, or his loss cease to be mourned by those who knew him well or were helped by him or helpers with him in the work that claimed and had the devotion of his life.

Since the date when the work of this society began, the sailor class such as it was then has become almost extinct; the era of ships propelled by sails has coincidentally well nigh expired; but a seaman class, who man the vessels propelled by their own power, has taken the place of the former, is destined to be far more numerous, and quite as peculiar, and as much in need of the friendly shelter and assistance that the Seaman's Friend Society is ever ready to afford.

THE BOYS AND GIRLS AID SOCIETY

The origin of Seattle's Parental School, on the northwest corner of Mercer Island, in Lake Washington, is an interesting bit of history that ought to be touched upon. In the year 1900 Major Cicero Newell, who had been an officer in the Union army, during the Civil war, came to Seattle, with Mrs. E. V. Newell, his wife. They were a big-hearted couple, born philanthropists. Childless themselves, they had a special love for children. Their object in coming to Seattle was to undertake some work for children's benefit. Looking around for counsel and cooperation, he was directed to Judge Greene. To the judge he broached the project of a home and industrial school, with military discipline, for neglected,

maltreated and homeless boys and girls. Greatly pleased with the idea, the judge agreed to assist him. Immediately "The Boys and Girls Aid Society of the State of Washington" was incorporated, with headquarters at Seattle. Its incorporators and trustees were all of them soldiers of the Civil war, and members of the Grand Army of the Republic. They were five, namely: Col. S. M. Preston, Cicero B. Newell, Judges S. P. Langley, Richard Osborn and Roger S. Greene. Judge Greene was chosen president, Judge Langley, vice president, Judge Osborn, secretary, and Major Newell, superintendent. Mrs. Newell was appointed matron. A fairly suitable building with roomy grounds adjoining was with some difficulty found, and a lease obtained. Neglected, abused and homeless children were gathered to the premises, principally from the streets of Seattle, but partly from other sections of the state. Financial support was found in the generosity of the citizens of Seattle, substantially aided from the city and county treasuries. The school district after a while supplied a teacher for the proper grades of school work. Children from six years to sixteen years of age were received. They were comfortably lodged, well fed and clothed, given schooling corresponding to that of the city schools for their ages and proficiency, to which was added for the girls sewing and every kind of housework. Boys were taught plain cooking, carpentry, joinery and gardening, with military tactics and maneuvers. Both girls and boys were exercised in marching, and trained to take proper care of their persons, their clothing and their sleeping quarters. A constant, careful but unobtrusive watch was kept over the personal habits of the children. The sexes had separte sleeping apartments, and as far as possible they had each his or her individual bed. The honor principle was applied very satisfactorily in the management of them, and instances were rare in which physical restraint or corporal correction was found necessary. The trustees met frequently. Every serious question of discipline or management was referred to them. They often visited the home in a body and talked familiarly with the inmates and inspected the premises. Sometimes an unruly boy or girl, new to the home, would run away, and have to be brought back and restrained, until better acquainted with the friendliness of his or her environment. Once in a while, the parent or some other person, to whom a truant child had told a pitiful story of wrongs, would get the case into the newspapers, but the public soon found out what the institution really was, and that it was doing good and necessary work, under judicious and kindly management. Two or three changes of location were advantageously effected. Increasing numbers of children were admitted, until there were generally between thirty and forty. The courts sitting in Seattle came to know the institution, its aims and dependability and committed delinquent children to its care. Its good work was suggestive to the courts of the possibilities along that line and its work suggested to the school directors the organizing of a parental school. It at last sought a location convenient to the city, and where agriculture could be better taught and where discipline could be more easily maintained than in close contact with the city's diverting temptations. Its founders had always planned to make its future permanent, by grafting upon the public school system, if possible. While removal to Mercer Island was being worked out, negotiations were pending with the Seattle school directors to have the school district take charge of the home and school of the society. But to realize, under right conditions, such a consummation, it was

necessary that the state legislature should grant authority to the school district to own and operate a school located outside the city limits. A suitable statute was framed and passed in 1903; the home and its industrial school had been previously moved to leased land on Mercer Island; the school district purchased that land; the trustees of The Boys and Girls Aid Society and their superintendent, Major Newell, met, in open session, with the school directors and formally turned over to the school district the properties and children under their charge. Such was the genesis of the city's Parental School. Since then Major Newell and his worthy wife, true Christian philanthropists, have passed at a ripe old age to even better service of love, in an ampler sphere above. Judges Langley and Osborn, too, have left us. Colonel Preston survives, with heart still loving, vigor still unquenched, at ninety-five. And Judge Greene, with active mind and buoyant step, still strides our streets and helps along affairs.

Major Newell, upon the suggestion and advice of Judge Greene, was appointed a special policeman. This was very helpful as adding to his dignity in the eyes of the boys and in preventing interference by outsiders, when taking boys or girls into custody and bringing them to the home. He was given the title of municipal guardian. He was also appointed deputy sheriff.

The Boys and Girls Aid Society could not have succeeded had it not had for superintendent and matron persons so united in views and purposes, so fond of children, so sympathetic, just and firm in caring for and managing them, so night and day devoted to the work in hand, and so loyal to, and willing to be guided by, and desirous of the counsel of the trustees. Nor could it have succeeded without such a board of trustees as it had. It was not the first society of its kind; but it was not a copy of any other. It was a fresh creation. Its president was the author of its articles and by-laws. The trustees were the considerate joint selection of himself and Major Newell. The members of the board had no sinecure. But they were never divided on any policy or question. Their reputation and standing in the community were such, they were in such close touch with all that was doing at the home and school, they were so true to their self-imposed trust and so ready to give information to any who wished or needed it, that the ship they piloted was able to weather, without loss or damage, every storm, and safely to reach its desired haven.

Only one annual report of the Parental School for Boys has been issued. It is dated 1911. As but one copy of this report is supposed to be in existence and it deals with an exceedingly interesting topic, some space may be allowed here for a few extracts from it.

"The first buildings erected were the present administration building and what is now Cottage I. The administration building contains living rooms for the superintendent and teachers, one of the boys' dining rooms, the main kitchen and laundry. Cottage I accommodates comfortably forty-five boys, contains two dormitories, dining room, and a large game room.

"The third building of the institution, Cottage II, was erected in 1908. It contains the two large school rooms, a game room and dormitories. At the present rate of interest in the enrollment of the school, the time is probably not far distant when this building will be used as a school building only, as it was originally intended.

"One hundred and fifty-three boys have been enrolled in the school during the past year—the greatest number at any one time being one hundred and one. The boys live in two cottage homes in charge of a family officer and his wife. At no time are they led to feel that they are in the school for punishment. The habit of regularity must be established and when that is once accomplished the boys begin to realize that they have all the privileges and liberties consistent with good judgment. The atmosphere of the school is such as one might expect to find among one hundred clean, healthy, active minded boys on any public playground.

"According to the school law of the state, boys of compulsory school age may be committed to the Parental School for habitual truancy or persistent violation of the rules of the public school. Upon entering the school each boy is given a printed copy of the following rules:

I. Pupils must obey unhesitatingly all orders of the officers and teachers of the school.
II. They must be polite and courteous to each other and to officers and teachers, and must observe good manners everywhere and under all circumstances.
III. They must not fight or quarrel or be guilty of any sort of disorderly conduct.
IV. They must not use profane language.
V. They must not use tobacco in any form or have it in their possession.
VI. They must not waste food, or materials or injure their clothing, tools, books or any other property.
VII. All immoral acts or conversation are strictly forbidden.
VIII. Lying and stealing positively prohibited.
IX. Pupils must not go beyond the school grounds without the written permission of a teacher or officer.

"For the violation of any of these rules a mark or demerit is given by the teacher in charge. Not more than five demerits against a boy's record at the end of the week entitles him to a place at the first table in the dining room for the following week. Six to eight marks place him at the second table and more than eight at the third table. The boys of the first table receive dessert every day, those at the second, three days in the week, while those at the third table are deprived of this luxury except on Sunday. When we consider the appetite of a growing boy and his special fondness for pie, we can readily see why, aside from making his desired record, he is ambitious to be at the first table. At the end of the month the boys are separated into three divisions according to the number of their demerits and their records in the school room. The boys with twenty or less demerits are placed in the first division, twenty-one to thirty in the second, and over thirty in the third. When a boy has been in the first division three consecutive months he may be recommended for parole.

"All the boys attend school every day. At present we have two teachers each in charge of four grades. Creditable work is done by many boys who were behind their grade in the city schools because of their irregularity in attendance and consequent lack of interest.

"Letter writing under the supervision of the teacher is an important feature of the school work. The national holidays are appropriately observed, the enter-

tainments given at Thanksgiving and Christmas time are enjoyed by many visitors who come from the city.

"Four classes report daily to the manual training teacher. Many articles of use about the school are made in class and the larger boys make needed repairs outside. During the year a rustic dock house was erected on the wharf by the manual training class under the supervision of the teacher, also a rustic summer house on "the point" and a new pump house.

"The greatest boon in the last year to the Parental School is the new sanitary barn. It has been built after the most approved plans and is large enough to accommodate three horses and six cows, besides containing the tool and feed rooms. The large, new acetylene gas plant is likewise an improvement of which the school is justly proud.

"The boys of the school assist with the work in every department, in the cottages, kitchen and laundry. There is probably no department which furnishes a greater variety of interest than the horticultural work. In addition to the care of the horses, cows, and general farm work which is entrusted to a few, each boy in the school has a small plot of ground for a garden, and during the spring and summer months an hour is spent every day by all the boys making an effort to "get back to the soil."

"The horticultural department has installed an irrigation plant for irrigating the gardens, fenced the orchard and made many other needed improvements during the year.

"The boys of each cottage are organized into a military company, and drill together every day at four o'clock through the winter and at seven in the summer. A bugle and drum corps composed of eight pieces furnishes the music. After the drill a few minutes are devoted to calisthenic exercises in the open air.

"The play grounds are fitted up with swings, trapeze, and acting bars. There is the usual interest in marbles and baseball on the play ground and boxing contests in the game room. Each game room has a library in addition to the hundred books furnished by the city library, the latter being changed every three months.

"Religious exercises for both the Protestant and Catholic boys are held every Sunday.

"The school is deeply grateful to Mr. Robert A. Eaton and Mr. Harry C. White and their faithful teachers who have so kindly volunteered their services in aiding in the instruction and entertainment of the boys."

CHAPTER XXXVII

SOME NOTABLE MARINE DISASTERS

The Brother Jonathan, a vessel of about thirteen hundred tons, was one of the best known steamers that came into northern waters during the early days of Puget Sound. She was built in New York in 1851, rebuilt in 1863, and was the property of the California Navigation Company of San Francisco. She was thought to be very staunch, was fully equipped as required by law, and was manned with able and experienced officers and a full crew. She plied between San Francisco and Victoria, going up the Columbia River to Portland on her way southward, where she would unload freight for that point and take on that for San Francisco.

On July 28, 1865, she left San Francisco for Portland with, as nearly as could be ascertained, 150 passengers, 50 others, officers and crew, and 500 tons of freight. She encountered a heavy sea from the start, and when nearly opposite Crescent City, about 2 o'clock P. M. on July 30th, the fury of the wind had increased. At 12 M. she passed the steamship Sierra Nevada, southward bound. By this time the sea was so boisterous that Capt. S. J. DeWolf, in command of the Brother Jonathan, decided to turn about and lie at Crescent City until the storm had somewhat abated. In the act of putting about she had run about fifteen minutes to the southeast when she struck a sunken rock that so pierced her that it was impossible to back off. The wind and sea pounded her port quarter and she swung around head to wind. In the turning of the vessel the pointed, or wedge-shaped, rock tore open the bottom.

An immediate move was made to lower the lifeboats. The first boat cleared contained nineteen persons, the only ones saved from 190 passengers. Other boats were lowered and filled but they were broken to bits against the sides of the sinking vessel by the lashing of the sea and wind. Brave Captain DeWolf, from the moment she struck, took his stand on deck. At no time did he make any attempt to leave the boat and finally went down with her.

A touching incident was told later of Brigadier-General Wright's care of his wife. The thoughtfulness that had won for him the affection of the people in the Northwest stood the test in the face of danger, and inevitable death. Tenderly wrapping his wife in his coat, he put his arms lovingly around her, and locked in a mutual embrace they stood on the steamer's deck as she took her last plunge.

When the other officers saw the lifeboats lost they took their stand with the remaining passengers, and forty-five minutes after she struck, the Brother Jonathan took the last plunge with all on board.

A force was established to patrol the shore for more than fifty miles southward, and for days many bodies, encircled by life-preservers, drifted onto the

beach. Those recognized were buried by friends, and the others were interred by the patrol.

In the number of lives lost the Brother Jonathan was second in importance of any of the marine disasters of the Northwest; in point of eminence as to civil and military service, it was the most momentous. Among the lost were: Brigadier-General Wright, U. S. A., and wife; Lieut. E. D. Waite; Anson G. Henry, Port Angeles, surveyor-general of Washington Territory; Captain Chaddock, U. S. A.; James Nesbit, one of the editors of the San Francisco Bulletin, and a large number of prominent merchants of San Francisco, Portland, Victoria and other places in Oregon, Washington, British Columbia and California.

The George S. Wright is noteworthy in the marine chronicles of the Northwest, from the fact that she was a product of Puget Sound, spent her life in northern waters, and went to an unknown grave in Alaskan seas. She was launched September 1, 1863, at Port Ludlow for John T. Wright and was named in honor of his brother, George S. Wright, Jr. She was 116 feet 7 inches long, with a 25-foot beam, and a 10 foot 6-inch hold, and ran in the coast trade for ten years. On her last trip she sailed from Portland early in January, 1873, stopped for coal at Nanaimo, and proceeded for Alaska. The last heard of her she had discharged her cargo at Sitka, Alaska, and had started on the return trip. It was learned that she put in at Kluvok, where Charles Waldron, a passenger, had a fishing station. Here she loaded 800 barrels of salmon, 100 barrels of oil, and a few skins and furs; then she set sail for Nanaimo. From wreckage found floating near Cape Caution it has always been supposed that she ran on an unmarked rock, and went down near that point. Nothing certain is known, and if any persons aboard reached shore they were in all probability killed by the savage Indians of the North.

At the time of the disappearance of the George S. Wright Capt. Thomas J. Ainsley was in command, and the passengers on board were: Major Walker and wife, Lieutenant Rogers and servant, Charles Waldron, Charles Kincaid, Mr. Sinsheimer, quartermaster's clerk at Sitka; John Williams, S. Millotitch, an unknown cooper, and a man named Hogan with his little son. The bodies of an eight-year-old child and a sailor were found, fully dressed and the child's body encircled with a life-preserver eliminating the theory that her boiler had burst, for in that event no time would have been possible to adjust a life-preserver. No definite facts have ever been obtained, and the cause of the disappearance of the George S. Wright in Alaskan waters is still unknown. Mr. Sutton, the engineer, left a widow and a large family in Portland, Oregon. Some of the latter married into pioneer and influential families of that city.

The most notable marine disaster of the Pacific Coast was that of the steamship Pacific, November 4, 1875.

She ran between Tacoma, Seattle, Victoria, and San Francisco, and at the time of the accident she had on board freight and passengers from all over the country. The exact number of passengers is not known, as the purser had not registered the names of those who got on at Victoria. The most conservative estimate is two hundred and seventy-five, including passengers and crew.

Jefferson D. Howell, a brother-in-law of Jefferson Davis, president of the Confederate States of America, was the captain of the steamer Pacific. He was educated at Annapolis, but at the breaking out of the war he joined the con-

THE KENNY HOME WEST SEATTLE

THE MONMOUTH

federacy and served during the entire four years. After the war he served as a common sailor, then as quartermaster on a ship sailing to China; from there he went to San Francisco, into the service of the Pacific Mail Steamship Company, as mate and master; then with the Oregon Steamship Company, and last with the North Pacific Transportation Company, as master of the steamships Idaho, Montana, Pelican and others.

The Pacific left Victoria at 9.30 A. M., and passed Tatoosh light at 4 P. M. There was a heavy southwest wind blowing, and she was able to make but little headway. At 10 P. M. the passengers felt a slight shock, which was not in proportion to the damage done, for the ship sank in twenty minutes. The accident was due to a collision with the Orpheus, under Captain Sawyer. The time was so short that only one boat, filled with women and children, was lowered. It sank at once. In a moment the ship gave two or three lurches, broke asunder, and went down with 150 persons.

In the meantime, as was afterward learned from Captain Sawyer and his crew, the Orpheus was whistling the Pacific for help. She had seen the light of the Pacific but could not tell which way she was steaming on account of the dense blackness of the night. The Pacific gave her a blow that crushed the rail abaft the fore chains, broke in the planking almost to the copper, and carried away her starboard rigging, foretopmast, and topgallant mast. Captain Sawyer was blamed for not aiding the Pacific until the facts were known; but he thought his own ship in sinking condition, and lay to all night and the next day repairing rigging in order to reach land. He set sail again, and after what he thought was sufficient time, he sighted a light which he felt sure was that of Cape Flattery. He did not discover that it was the Cape Beale light until he was on the rocks at the entrance to Barclay Sound. All on board were saved, but the Orpheus was a total loss.

Shipping and tugs were scarce at that time, and no telegraph line connected with the Cape, so news of the disaster was long in reaching Port Townsend, and the rescuing craft delayed. On account of this only two lives were saved from the Pacific; one was Henry F. Jelly, a passenger, the other, the quartermaster, Neil Henley. Jelly floated nearly forty-eight hours, and it was eighty hours after the vessel sank before Henley was rescued. Both were men of great endurance, but Jelly died soon after; Henley lived for many years. Others floated on life-rafts and wreckage for hours, some for nearly two days.

The catastrophe of the Pacific was felt all over the Pacific Coast and British Columbia, especially so in Victoria, where almost every home mourned a relative or friend. The list following comprises all the names of those lost that it was possible to obtain: Mr. Victor, husband of the noted author, Mrs. Francis Fuller Victor; G. T. Vining, a merchant and farmer of Puyallup Valley; Mrs. Mahon, a daughter of Job Carr, Tacoma; Mr. Hellmute and wife, prominent in Walla Walla; Colin Chisholm, partner in the Utsalady Mill Company; S. P. Moody, one of the owners of the sawmill at Burrard Inlet, B. C.; Fred D. Hard, postal agent on the Sound; F. Garesche, Wells, Fargo & Company's agent at Victoria; Captain Parsons, an old steamboat man, on the Fraser River; John Tarbell, a brother of Capt. Frank Tarbell, of Olympia, the latter being the father of George Tarbell, of Seattle.

When greed for money so rules the hearts of men that inadequate precaution

is taken for the preservation of human life, the so-called accident becomes murder. When carelessness is added to greed, and through it numberless human families are suddenly broken up; children left parentless, and husband and wife torn apart by death; when brave men are forced to needlessly give up their lives, and brave women go down to premature graves, with the cry of their babies ringing in their ears: then the crime committed by greed and carelessness is too monstrous for words to express. Such was the wreck of the Valencia; and such the cause.

At noon on a beautiful day, bright with the sunshine of California, the Valencia left her dock at San Francisco, with 173 persons aboard. Among them was a hotel bellboy, young L. W. Sibley, coming home to see his mother; a family of mother, father, and two children who were to make Seattle their home, the father, Frank F. Bunker, who had been chosen assistant-superintendent of the Seattle public schools; an elderly man with his young friend were on a pleasure trip; families were en route to various points, for as many different reasons; little children were on board with their parents; parents, with children at home; men who expected to return to, or meet their sweethearts, or wives; brothers going to visit sisters; steerage passengers; all with a keen interest in life and its pleasures and duties. This was on January 20, 1906. Thirty hours later the Valencia was on the rocks off Vancouver Island, and just above the Straits of Juan de Fuca. She had sailed into a mist off the coast of Oregon, which thickened as she went north. Fog is so common on the Pacific Coast that its presence, accompanied by a stiff wind, gave no premonition of danger to the people on board. Capt. O. M. Johnson, whose reputation was for sobriety and experience, was so certain that he was on the right route that he told a passenger on the night of the wreck that they would reach Cape Flattery at 11 o'clock, and would breakfast in Victoria.

At midnight of January 22d they struck the rocks. It is needless to describe the scene of horror in detail. The captain ordered boats lowered to the saloon rail and lashed to it. Before the lashing could be done, frantic passengers took possession of them, and without proper manning, lowered them into the surging sea. The women refused to leave the boat, preferring to take their chances with the ship, and hoping they would be rescued by a passing vessel. They soaked their underskirts with kerosene, touched a match to them, and waved flaming signals for the help that never came. Heroic efforts were made to carry a line to shore. Two men who reached the reef, from which rose an almost perpendicular bluff of rock, succeeded in climbing half way up the face only to be thrown back into the sea by the beating of high billows; another lost his life before he could reach shore with the line. When there seemed little chance of rescue left, a life raft was lowered into the boisterous, wind-beaten water, and the women still refusing to leave the ship, a few men dropped onto it, and were later taken aboard the Topeka, with life almost extinct.

Frank F. Bunker, assistant superintendent of the Seattle public schools, and who lost his wife and two children on the Valencia, and was himself almost miraculously saved, startled the world with pertinent questions regarding the ship's equipment, and the conduct of the Queen and Topeka, with their life-saving tugs. He asked why the captain was running with such boldness in dangerous waters, why the plugs in the bottoms of the life boats were not made

to fit, why it was impossible to make the wooden pins of the oar-locks fit into their proper places, why were the life-preservers filled with tule-rushes—the reason the Queen and two tug boats left one hour before the Valencia broke, and people floated out to sea, why was the Pacific Coast Steamship Company willing to permit possibility of such conditions, and the Government do nothing to prevent wholesale murder of its citizens. They were difficult questions to answer to a man who had been through the experience which Mr. Bunker had on the Valencia; but the commission, appointed by President Roosevelt as the result of urgent importunities by the people of the United States, especially of Seattle, who had been aroused by the Bunker articles, got around it nicely by throwing the entire blame on the captain, who could not answer from his grave with the Valencia. The Pacific Coast Steamship Company excused itself for equipping the vessel with life-preservers filled with rushes, that would sink instead of buoying up the persons using them, by saying that they had passed the Government inspector. The commission further stated that excepting possibly her bulkheads, and one set of davits, the construction and equipment of the Valencia was excellent, and that loss of life was not due to any defect therein. These were queer answers to difficult questions. True, the Valencia, a ship of 1,598 gross tons, 34 feet beam and 252 feet long, was well built. She was so strongly constructed that, despite her twenty-four years of service, she stood the beating of the sea, the lashing of a high gale, and the grinding of rocks from midnight of January 22d until noon of the 24th before she broke. But, to the most untutored mind, rush life-preservers, plugs that do not fit the holes in the bottoms of life boats, oars that cannot be properly used in the oar-locks, would hardly appeal as first-class, or safe, equipment, despite the verdict of the commission.

From wounded, aching hearts bitter denunciations came, and sympathetic and justice-loving ones re-echoed the cries. In a time like that following the wreck of the Valencia it is easy to blame, and no doubt some of it was ungrounded, but prominent among facts stands the actions of the Queen, and the Topeka, and their life-saving tugs. The steamship Queen arrived on Wednesday morning within three-fourths of a mile of the wreck, but claimed it was unsafe to risk her men in rescuing the sufferers on the Valencia. Under order of Mr. Pharo, an agent of the Pacific Coast Steamship Company, who came up on the Topeka, she went to Victoria in order to avoid loss of time in carrying freight and passengers to San Francisco, and thus abandoned the Valencia one hour before she broke, sending struggling people floating on the water. There is no doubt that the Queen made almost no effort and the Topeka but little, to rescue the men and women clinging half-frozen to the rigging of the doomed vessel. They were life-rescuing vessels with life-saving tugs, but claimed they could do nothing, although the life-raft from the Valencia, manned by unaccustomed hands, the men in an exhausted condition, managed to live in the water and was picked up later by the Topeka. Survivors of the wreck stated that the rescuing boats could safely have made far greater effort to reach the Valencia while she was yet afloat.

Frank F. Bunker, in turn, was criticised for not making an attempt after he reached shore to catch the line thrown from the Valencia. Bunker's word and that of the men with him is to the effect that, after seeing his wife and two children drown, it was with greatest heroic effort that he reached the foot of the cliff; that he did make such attempt, but finding it impossible, thought it wise to

notify the outside world and get help as soon as possible. In the endeavor to do this, Bunker, with a rope tied around him, swam a turbulent and almost impassable river, and, with those with him, at last managed to reach the lighthouse on Beale Point. Bunker was named by one of the men with him "a hero," and most certainly for a man who had made every effort to save his family, wellnigh exhausted with grief and exposure, he showed courage and presence of mind in a position where others lost their heads.

Joseph Cigalos, a Greek, deserves mention for his forethought and unselfish endeavors. At this time of test he decided to make an attempt to reach the shore with a line. He was a slightly built man, but one of vigor. Those aboard begged him not to go to what seemed certain death, but he was not to be deterred in at least making an effort to save others at the risk of his own life. Placing an open knife between his teeth, and taking the line, he plunged into the sea. He succeeded in making some headway, but became entangled in the rope, which he was obliged to cut in order to free himself, and returned to the vessel. He showed the same heroic thought for others when he was taken from the life-raft by the Topeka. Whisky was offered the benumbed, but conscious man. He refused to drink, pointing to the other men who had not regained consciousness, and not until they had been attended to would he put the liquor to his lips. The Seattle Chamber of Commerce gave Joseph Cigalos a well deserved medal.

The total number saved from the Valencia was reported at forty persons.

When the steamship Clallam, built at the Heath shipyards, was launched at Tacoma on the evening of April 15, 1903, no one would have predicted that in less than a year she would be entered in the annals of marine disasters. She was a strongly built, upper-cabin passenger boat of 24 staterooms, 168 feet in length, 32 feet beam, and 13 feet molded depth. She had a fore-and-aft compound engine capable of 800 horsepower, sufficient to drive the vessel at thirteen knots an hour. She was a Seattle-Victoria steamer, belonging to the Puget Sound Navigation Company, and operated between Tacoma, Seattle and Victoria, via Port Townsend.

On the day of the Clallam disaster, Friday, January 8, 1904, she left Port Townsend at 12.10 o'clock P. M. bound for Victoria, British Columbia. After rounding Point Wilson she encountered a heavy northwest squall of snow and rain, which developed into a steady gale driving a combination of ice and water. The ship was holding her course well in spite of the condition of the wind and the sea, when Chief Engineer Scott A. DeLaunay reported to the captain that one of the deadlights on the starboard side of the ship had broken under water. Capt. George Roberts, master of the Clallam, ordered DeLaunay and First Officer Doheny to plug the deadlight with blankets held in place by boards. The order was obeyed immediately, and the pumps started; but the influx of water gained steadily. Captain Roberts tried to get off before the wind, and raise the deadlight above the sea, but found it impossible to turn the ship on account of a disabled rudder. Crew and passengers worked with an endurance surpassing human strength. One man was lashed to a pipe in order to keep his footing. The pumps became choked from the coal and ashes swept into them. A part of the men worked faithfully trying to clear the suction, but to no avail, on account of the gain of water through the deadlight, the plug of which had been dis-

THE KENNEDY

THE NORMANDIE

placed by the heavy pressure of the sea. Finally the fires went out, and the captain ordered the men on deck.

While the men were working neck-deep in the water below, orders were being given and put into action on deck. The first lifeboat lowered was filled with women and children, with a few men, and in charge of Captain Lawrence. Captain Roberts watched it clear the ship and disappear around the end, and did not know until some time after that it went under, which it did, after riding the waves for about ten minutes. Something went wrong in lowering the second boat and the occupants were spilled into the sea. The third boat, filled with men, met a fate similar to the first in the trough of the waves. Although the captain was afterward blamed for the launching of the boats, when it is taken into consideration that land was within sight, the engine fires extinguished, and the ship filling, there is no doubt but that he spoke truly when he said he thought it better to launch the boats while it was still daylight.

That nothing was left undone to check the inflow of water is without question; men worked as long as a footing could be held, and in addition to the pumps, bucket brigades were formed that worked until the arrival of the Holyoke, which came to the rescue about 9.30 o'clock Friday night, and succeeded in getting a line from the Clallam at about 10 o'clock the same night. Captain Roberts asked Captain Hall, of the Holyoke, to tow the Clallam to Victoria, the nearest point, and about four miles away. To do this would have made it necessary to fight against the gale, and Captain Hall decided it would be better to try to make Port Townsend. When the Clallam was picked up by the Holyoke she was midway between Smith Island and the San Juan Islands. When the Sea Lion arrived at 10 o'clock Saturday morning the Holyoke had towed the Clallam to a point half way between Smith Island and Dungeness. Captain Roberts signaled Captain Man of the Sea Lion, and sent the latter with a message to the Holyoke to cut her loose, and to do it quickly. It was then that he called the men up on deck. The Clallam was sinking fast, and as the Sea Lion returned, the doomed vessel went over on her beam and commenced to disappear and to break up. A liferaft had been gotten afloat by First Officer Doheny and the almost exhausted men went over her side and onto the raft. Captain Roberts was washed off the Clallam, and was saved by Doheny and another man.

If the word of the passengers counts for anything, there was no confusion aboard, and as far as possible every man did his duty. Any errors that occurred were not due to hurry or fright, but were committed in spite of what seemed good judgment at the time. Although Engineer DeLaunay had reported the sprung condition of the deadlight to the authorities proper in such case, three months previous, and in spite of the fact that many passengers testified to the fact that the disaster was due to the breaking of the deadlight, one such being Lester David, former mayor of Blaine and a man of many years' residence on the coast, and although not a seagoing man was a man of intellect and cognizant of sea matters, the inspectors decided otherwise. David stated that the pumps worked all right until the fires went out; others knew that the stoppage of the suction pumps was caused by the coal and ashes being washed into them, but, in the face of such testimony the inspectors were instrumental in having Chief Engineer DeLaunay's license revoked, and suspended Captain Roberts for one year because he did not personally see that the second and third lifeboats were officered

and did not insist on being towed to the lee of Lopez Island, although his order was to be towed to the nearest point. A captain at such time cannot stand in one spot seeing that orders are obeyed, and Engineer DeLaunay testified later that he was ordered to command one of the lifeboats, but was needed badly elsewhere; also that he would have refused to do so, after knowing the fate of the first boat. He likewise testified that it was impossible for water to have entered through the seacock, as there was no automatic valve, but an ordinary bulb.

Although the travel from Seattle to Victoria is usually heavy, it was particularly light on the day of the Clallam disaster. Among the fifty lost of the ninety persons aboard the steamer but few were residents of Seattle. Prominent in the list of those from the coast are: Miss Louise Harris, Spokane; Capt. L. Thompson, Victoria, agent for Lloyd's, London; Bruno Leman, Tacoma, customs inspector; Capt. T. Lawrence, Victoria, a Yukon River pilot; C. W. Thompson, Tacoma, president of the Washington Co-operative Mining Company; Mrs. Rouin, wife of a Seattle restaurant owner; H. H. Swaney, Seattle; M. C. Lockwood, freight clerk, Seattle; James Smith, first assistant engineer, Seattle; Charles Manson, quartermaster, Seattle; R. Lindhope, quartermaster, Seattle; Alex Havey, messman, Seattle; W. B. Gibbons, Tacoma; Mrs. Deprose, Tacoma.

The Queen, carrying 218 persons, was on her five hundred and fifth voyage, and off Tillamook, Oregon Coast, about thirty miles westward, when, early on the morning of Saturday, February 27, 1904, fire broke out on board. The mystery of its origin has never been discovered, but it was possibly caused by crossed wires. The first evidence of fire came from staterooms on the port side of the saloon, and neither of them occupied. The first alarm was given by a woman who, on returning to her stateroom, found herself confronted by dense smoke and fire when she opened her door.

Within a few moments all officers were on deck, issuing orders as though there were no unusual excitement. The rare coolness on the part of the captain and his crew prevented a great loss of life, and brought the Queen to port, a mass of charred wood and twisted steel. There was absolutely no confusion. When Capt. N. E. Cousins reached the bridge, flames rolled through the dining hall skylight, and billowed up for a distance of thirty feet. The sea was choppy and a stiff breeze blowing, into which the ship was headed. The captain stood four hours in the wind and rain directing the saving of life. In less than four minutes after the first alarm was given several lines of hose were playing water on the flames. The men lay flat on their faces in the narrow alleys of the saloon deck, or close to the rail of the deck above, pouring water into the mass of flames. The men in the engine room worked in suffocating smoke and heat that scorched in spite of the wet cloths protecting their faces. It was almost beyond human endurance, but to leave the engines meant to leave the ship and the people on her to utter destruction. It was fully four hours before any effect of fighting the fire was seen. The woodwork crumbled, and the flames had no fuel unless they went forward, which they could not do against the heavy flow of water from the hose. The fire began to slowly subside. Capt. I. N. Hibbard remarked afterward that never in his life of twenty-two years on the seas had he seen a disaster handled as was the fire aboard the Queen, and that too much credit could not be given Captain Cousins and his valiant crew. Under the terrible stress not more than two persons aboard lost their heads, and not a woman broke down. Miss

L. Peckenpaugh, a Seattle girl, was especially heroic in maintaining a cheerful and calm manner which did much to quiet the women. Miss Peckenpaugh disclaims any honor, and says that at first she simply was not frightened and later, when for a moment she felt panic-stricken, she saw how coolly the officers were conducting themselves, and thought she could surely do as much.

While the men were at their posts fighting the fire the half-clad men and women were crowding the forward decks, and officers were distributing life-preservers and cheerful words of encouragement. When Captain Cousins realized the magnitude of the fire he gave orders to lower the lifeboats that had been taken to the leeward side, and to change the position of the ship so that the wind, which was blowing strong from the southwest, would not fan the flames. When it seemed that the davits would burn he commanded that all boats be launched. This was a little after 5 o'clock. The first boat, filled with women and children, and manned by a sufficient number of the crew and passengers to handle it, was capsized under the stern of the ship, but all were picked up by the other lifeboats, with the exception of Miss Anna Maud Steiner. The second boat capsized in lowering, and four of the crew were lost. There were no passengers in it. Four lifeboats were launched from the windward side and manned by officers and members of the crews. It was these that saved the women and children of the first boat from drowning. Two liferafts were also set afloat to pick up any who may have been washed from the boats.

At 8.30 o'clock Captain Cousins signaled with three blasts of the steamship's whistle, and the boats returned and the occupants were taken aboard. Of the 218 persons the Queen carried, only four passengers and ten of the crew were lost. Three of the latter were burned to death by becoming overpowered with the dense smoke, and in consequence of taking the wrong passage which led into the heart of the fire instead of to the deck; the others were drowned. Those from Seattle were: D. C. McRae, John J. Seller, Charles Weaver and O. H. Palmer.

The Queen was a passenger steamer, built by the Cramps, Philadelphia, and during her existence had sailed on every run on the Pacific Coast from San Diego to Nome. She had a 3,000 indicated horsepower; a crew of eighty; length, 331.2 feet; breadth, 38.5 feet; depth, 21.2 feet; gross tonnage, 2,727; net tonnage, 1,672.

In the history of marine disasters almost without exception the accident has been due to an error of thought on the part of someone whose duty it was to know, not to guess. The error is usually traceable to its source, although sometimes somewhat hidden for the benefit of the most influential concerned in the matter. Sometimes the fault is governmental; sometimes it is due to negligence on the part of the steamship companies; and, at times, a captain or officer of the ship in question is responsible. The latter seems to have been the case when the San Pedro struck the Columbia, for had she been in her course the disaster could not have occurred.

The steamship Columbia had left San Francisco at noon, Saturday, July 20, 1907, and was sailing north at an easy rate when she was struck by the San Pedro off Shelter Cove, on Mendocino Coast, which is about one hundred and seventy-nine miles north of the Golden Gate. The collision occurred at midnight, and all were asleep except the outlook and the officers on the bridge. The shock

came without warning when the great hull of the southward bound San Pedro loomed out of the fog, struck the Columbia a blow on her port bow, tearing a great gap into her side, into which the water rushed in torrents. Whistles were shrilly blown and frantic efforts made by the helmsmen of both vessels to avert the accident. She sank in five minutes, losing 75 lives of the 249 aboard.

In the short time between the collision and the sinking a few life-preservers were adjusted, and six lifeboats and three liferafts were launched, with as many persons aboard as was possible.

The San Pedro, which lost her mainmast, foremast and her spring cargo of lumber, was picked up and towed to Eureka by the steamship George W. Elder, who took aboard eighty-eight of the passengers and crew of the Columbia. Capt. P. A. Doran and First Officer Whitney were on deck when she went down, and were not rescued.

The Columbia was built at Chester, Pa., for the Oregon Railway and Navigation Company, and was brought to the Pacific Coast July 22, 1880. She was one of the staunchest vessels of her day, and was 309 feet long, 35.5 feet beam, 23.3 feet depth of hold, and 1,746 tons net register. With the exception of damage done her in the San Francisco earthquake, she had not had an accident until she broke up under the blow of the San Pedro.

Honorable mention should be made of Ethel Johnson, a 12-year-old girl of San Francisco, who held little Effie Gordon, and helped to keep up Olaf Pearson, who did not have a life-preserver, until they were rescued an hour later. Miss Maybelle Watson of Berkeley, Cal., saved the life of Miss Emma Griese, and two men of the crew, A. L. Larson and S. Peterson, saved twenty-six lives.

CHAPTER XXXVIII

MISCELLANEOUS

When Rev. Daniel Bagley and Susannah, his wife, arrived here from Oregon late in October, 1860, the little village was seemingly content with the growth that had come to it prior to the Indian war period of 1855-6.

First Avenue South was then just four blocks long. Its northerly end butted up against the sawmill at Yesler Way and at the south it jumped off into the bay at King Street. The stores, hotels, saloons and shops clustered along it from Main Street, northward, excepting a little blacksmith shop on First Avenue near Columbia and a tannery where the Prefontaine Building now stands, south side of Yesler Way.

But few of the buildings showed traces of paint. Most of them still bore mute evidence of the battle on that January day four years earlier. Gaping wounds made by bullets from Indian rifles showed everywhere. Neat little holes in the windows and walls of the small church Mr. Blaine had built a few years before in the edge of the forest still stared its little congregation in the face.

At that time the little sawmill hamlet was more isolated than any other on the Sound. Its two or three short roads could only be termed so by courtesy. It owned neither ships nor steamboats. The mail steamer, Eliza Anderson, touched at Yesler's wharf once each week on her way to Victoria, and again on her return. The sawmill only at intervals sent a lumber cargo to San Francisco. While three wharves reached out into the bay, there was little business for one. In a short time Plummer's, at foot of Main Street, and Butler's, at foot of Madison Street, fell into disuse and decay.

The writer came with his parents at that time. The Seattle of today has all grown since then. Not a house remains that was then standing. Much of this chapter will consist of personal reminiscences of the following years.

Save for a few scattered farms out in the woods the little homes were the outposts of civilization. From just north of Seneca Street to Jackson Street, and from the bay to the westerly side of Third Avenue, were the town limits, and the forest cast its shadows along the outer line.

That winter our family lived at the southwest corner of Third Avenue and Columbia Street. We did not need to buy firewood. A big tree standing in Columbia Street was cut down and supplied us with bark and limbs for the fireplace and all the stovewood we could use.

The United States census of the June preceding gave the total population of King County at 275, but did not mention Seattle. In July, 1859, the vote of the county was 98, and in 1861 it was 141, Seattle being the only voting place. In fact it was several years later before another voting precinct was created.

The following is an alphabetical list of the married people and their children living in Seattle in the fall of 1860:

Daniel Bagley, wife and Clarence B. Residence, southwest corner Columbia Street and Third Avenue.

Hillory Butler, wife and adopted son, Robert Hays. Present site of Butler Hotel.

John Denny, wife and Loretta. Southeast corner Madison Street and First Avenue.

Arthur A. Denny, wife and Louisa C., Lenora, Rolland, Orion and Wilson. Next lot south of "Uncle John Denny."

David T. Denny, wife and Inez, Madge and Abbie. Northwest corner Second Avenue and Seneca Street.

L. C. Harmon, wife and Ella and Lottie. Near northwest corner of Main Street and Occidental Avenue.

John S. Hill, wife and George. Near or on the present site of New England Hotel, Main Street and First Avenue South.

S. B. Hinds, wife and Lizzie. West side First Avenue South, second lot south of Washington Street.

Dexter Horton, wife and Rebecca. Second Avenue on present site of New York Block.

David S. Maynard and wife. Near southeast corner of Jackson Street and Railroad Avenue, known as the "Felker House." Present Schwabacher Building.

Thomas Mercer, wife and Susie and Alice. East side First Avenue South, second lot south of Washington Street.

Samuel D. Libby, wife and adopted son, John B. Present site of Collins Block, southeast corner Second Avenue and James Street.

Charles Plummer, wife and Elwood E., Edward H. and Frank L. Northeast corner Occidental Avenue and Jackson Street.

John Pike and wife. Across James Street from Captain Libby.

John Ross, wife and William and Elmer. East side First Avenue, second lot north of Madison Street.

Thomas S. Russell and wife. First Avenue near Cherry.

John A. Suffern, wife and John. East side Second Avenue South, second lot north of Washington Street.

Josiah Settle and wife and her sons, James, Joseph and William Crow, and daughters, Etta and Lily Settle. First Avenue South, east side, near Main Street.

L. V. Wyckoff, wife and her two children, George and Eugenia McConaha. Present site of Alaska Block.

William W. White, wife and Mary and Stephen. Southeast corner First Avenue and Columbia Street.

Henry L. Yesler and wife. Present site of Pioneer Block.

Charles C. Terry and wife and daughter Nellie were then living on their farm near the race track.

Harry Hitchcock and wife had been recently married and were boarding.

There were two girls of marriageable age, but one, Louisa C. Denny, and George F. Frye were united in marriage three days later and Susie Mercer and David Graham were united a few months later.

Carson D. Boren and wife had then left the village but their two daughters, Gertrude and Mary, were living here with their relatives, the Dennys.

The unmarried men or those who had no families here at that time, were: Henry A. Atkins, Solon B. Abbott, George Austin, A. C. Anderson, L. B. Andrews, James Brackett, Alexander Barron, Henry Bacon, William Boland, Samuel Breckenfield, Jeremiah S. Benson, D. K. Baxter, George Bowker, Jacob Cush, William B. Cheney, E. A. Clark, H. Dudley, J. Dillon, L. Douglas, Perry Dunfield, George Frye, William Fife, William Greenfield, Robert Gardner, Charles Gardner, George Greenwood, W. S. Gholson, Charles H. Gorton, Joseph Glendenning, David Hill, H. H. Hyde, J. F. Hunt, T. D. Hinckley, John C. Hornbeck, Vincent Hatfield, Stephen Hilton, Lemuel Holgate, Frank J. Hollister, George Holt, Jefferson Hunt, Samuel Harvey, Samuel Jackson, Peter Jover, John T. Jordan, N. B. Judkins, James Libby, Richard King, James Kelly, J. C. Leonard, Philip H. Lewis, Manuel Lopez, D. T. McKay, James Mills, Franklin Matthias, David Maurer, James McInnis, Jo Lane MacDonald, Hugh McAleer, Henry B. Manchester, Daniel Manchester, Oliver Nutting, Jacob Ned Ohm, J. C. Purcell, Samuel Pettingill, William Perkins, Dudley Parmlee, D. N. Pierce, Albert S. Pinkham, Robert Russell, Alonzo Russell, John Robinson, James Riley, Edwin Richardson, William Smith, William H. Surber, David Stanley, John T. Stewart, John T. Seerley, John Sauer, Jacob Summers, Al G. Terry, M. D. Woodin, Ira Woodin, J. Wright, Jacob Wibbens, Joseph Williamson, J. M. Welborn, A. J. Whitesides, Dillis B. Ward, John Welch.

This makes a list of 123 grown men, 25 women and 34 children, or a total of 182 white inhabitants. Among the men were several who might be termed transients and there may have been a half dozen more of the same kind whom everybody has forgotten, but it is not possible to secure a more complete or accurate list.

The stores of that period did not specialize. Household supplies, outfits for logging camps, carpenters' tools and agricultural implements, ships' stores, flour and feed, coal oil and tobacco, in fact, almost everything the small white population and their Indian neighbors needed to buy, was to be found under one roof.

Yesler & Denny, Dexter Horton, Plummer & Hinds and Williamson & Greenfield were the storekeepers.

L. C. Harmon kept the one hotel, and Manuel Lopez the restaurant.

D. S. Maynard was physician and surgeon and lawyer, as well. Josiah Settle also practiced medicine, but was a better nurse than doctor. Jasper W. Johnson was the other lawyer, but had little professional employment excepting conveyancing and notarial work.

Thomas Mercer, Louis V. Wyckoff and Hillory Butler were the teamsters who handled the merchandise from the dock, the cordwood down the hill and the lumber about the village. Mercer and Wyckoff also had good farms that occupied their spare time.

Charles H. Gorton and Harvey L. Pike attended to the little housepainting; Pike was also a skillful sign writer.

Henry A. Atkins, Seattle's first mayor, William H. Surber and William Cheney owned and operated a piledriver and moved it up and down the Sound wherever work offered.

Samuel D. Libby, H. H. Hyde, John S. Hill, and David, his brother, followed steamboating.

George Frye, John Ross, T. D. Hinckley, L. Douglas and Jacob Ned Ohm

had regular employment about the mill, and several of the others worked there from time to time.

John Pike, Franklin Matthias, Thomas S. Russell, Harry Hitchcock, and Solon B. Abbott were the carpenters and housebuilders.

M. D. Woodin and Ira, his son, had a fair sized tannery for those early days, and turned out all sorts of leather. It found ready sale here and at the several milling ports down the Sound, and at times in San Francisco.

Representatives of the several other trades were as follows:

L. B. Andrews, gunsmith; Hugh McAleer, plumber and tinner; William W. White, blacksmith; John Welch, tailor; Jacob Wibbens, baker. There were no drones. All found something to do. Some had farms not far out of town; others built little sailboats and traded and trafficked about the Sound. Some were shopkeepers, and a few were clerks. Getting out piles and ships' knees, collecting and shaving hoop-poles, splitting and shaving shingles, cutting cordwood, in addition to the larger work of getting out sawlogs, furnished employment for most of them, and these industries brought considerable income to the village. The market for most of their output was in San Francisco, and there Seattle's merchants bought all their stocks of goods.

Of the married men only Capt. John S. Hill survived, at last accounts. He was then living in Idaho. Nearly all of the men on the unmarried list continued to live here. Many of them married and their descendants are among Seattle's best known families. Of them William H. Surber and Albert S. Pinkham still live here, and S. B. Abbott was living in the East in 1915. All the others are gone. These were the people and the surroundings, when, early in 1861, the erection of the Territorial University was begun and Seattle started on its second growth that has never ceased, although at times it has been checked.

During much of 1861 and part of 1862 more than forty of the men named above worked in different capacities on and about the university and grounds, a story related in another chapter.

Mechanics came in from outside places to share in this work and others came here to live because of the location of the educational institution and of the advantages it promised their children in that direction. Among these were Oliver S. Shorey, A. P. and N. Delin, D. C. Beaty, D. R. Lord, S. F. Coombs, Hiram Burnett, A. B. Young, E. Steelman, and perhaps others.

In June, 1864, only 149 votes were cast in the village, a gain of not more than thirty in three years. Prior to this, the upper part of White River Valley had been set off as a separate precinct.

The first annual fair of the King County Agricultural Society was held at Seattle October 21, 1863. Christian Clymer was president of the society and S. F. Coombs, secretary. Hon. John Denny made the opening address at Yesler, Denny & Company's hall. It was a creditable display for the first effort of this kind in a new country, and the exhibit of livestock, fruit and vegetables attracted a great deal of attention. Horses were exhibited by Christian Clymer, L. V. Wyckoff, Francis McNatt, E. M. Smithers, Henry Van Asselt, and D. S. Maynard; cattle, by C. Clymer, J. Martin and Samuel A. Maple; swine, By H. L. Yesler; dairy products, by Mrs. E. M. Smithers and Mrs. F. M. McNatt; grain, by D. A. Nealy, J. M. Thomas, C. Clymer and P. Andrews; vegetables, by E. M. Smithers, J. F. Carr, John H. Nagel, Perry Dunfield, F. McNatt, J. Martin and

Z. M. Keller; hay, by J. Martin; fruits, by E. M. Smithers, L. V. Wyckoff, S. A. Maple, D. S. Maynard and D. T. Denny; domestic products, by Yesler, Denny & Company, A. P. Delin and Mrs. D. S. Maynard.

The winter of 1861-62 was the coldest ever experienced by the inhabitants of the Sound region. For two weeks previous to January 23d the cold continued, and the mercury one day sank to 4° below zero. Fruit trees were killed in many orchards and large numbers of livestock died from the severity of the weather. Orchards on the Sound shores did not suffer as much as did those farther back. In Seattle ice six inches thick covered all of Lake Union and the snow lay on the ground thirteen weeks. The mercury fell below zero several times.

About 1862 Edmond Carr received from the State of Maine in a letter through the postoffice an ounce of sprouts or eyes of potatoes which he planted that season. The yield was about ten pounds, all of which he planted the following year and realized a crop of about thirty bushels. He continued the cultivation and the variety in 1870 was known as the Peach Blows and was grown in large quantities all over the territory.

At the time the Seattle Gazette first appeared, December 10, 1863, several accessions to the ranks of the business men had appeared, as well as changes among those earlier established.

Charles Plummer and S. B. Hinds had dissolved partnership and both were engaged in general merchandising.

Gardner Kellogg had come up from San Francisco early in the previous year, where he had been in the drug business. He brought with him a full line of drugs, chemicals, medicines, and the usual accessories of that business.

A. J. Smith was saddler and harness maker; Hugh McAleer had added stoves, etc., to his stock; A. P. De Lin had reopened a hotel that had stood for several years on the present site of the Northern Hotel; and a short time later Charles C. Terry and John Green opened the "Eureka Bakery," at the northeast corner of First Avenue and Washington.

In the summer of 1864 Mr. Yesler built a small gristmill at the north side of his sawmill from which it got its power. Most of its grist came from the White River Valley and from Whidby Island. After that time much of the chopped feed, bran, etc., for local consumption was produced here, but the greater part of the flour continued to come from Oregon and California.

In August, 1864, Bagley & Settle bought the "Union Clothing Store" from S. F. Coombs, and in the same building D. B. Ward had a confectionery and fruit store.

The arrival of William Casto and his girl-wife in Seattle in 1864, then a village of about thirty families, created quite a stir. Every desirable addition to the small community, that had so little communication with the outside world, was heartily welcomed. It was in the spring of the year that Abbie Casto (John Bonser's daughter) exchanged her pioneer Oregon home for a more primitive one in Washington. Her husband's free and easy manner won him many friends, but he gladly handed the laurels to his wife, whom he loved deeply, and who was noted for her kindliness and beauty.

He built a small home in the heart of the Issaquah Valley, a natural prairie. John Halstead, a friend, lived with them. The pioneer, like the primitive man, must find his means of sustenance at hand, so they put in a garden and com-

menced home-making; and to help meet expenses William Casto opened a small trading post. There was a demand for hoop-poles to be used in the making of barrels, so he made use of the dense hazel brush surrounding the little home. He found help in the Indians, who proved industrious and soon became expert workers. He treated them well and they liked him, looking up to him as a white "Tyee," or chief. Himself addicted to the free use of liquor, he made the mistake of giving it to his Indians, either in a spirit of friendliness or with the mistaken thought that they would work better. It proved his own undoing, and brought calamity upon his innocent young wife and Halstead.

In the fall of 1864 great fear of an Indian uprising was entertained. This was due to the fact that the previous summer, during trouble between some white men and the Snohomish Indians, a chief and two Indians had been killed.

Occasionally, when under the influence of liquor, Casto's Indians had proved difficult to manage, and the neighbors had warned him against giving them whisky, but he thought they underestimated his influence and the character of the Indians. So, in spite of warnings, on that fatal afternoon in November he gave his Indians liquor and went home to supper.

Tribal revenge is a chief characteristic of the primitive Indian, and includes all members of a tribe, or race, of whatever color. If wrong has been done one or more of an Indian tribe and those who committed the deed cannot be conveniently reached or made to pay the penalty, every member of the wrong-doer's race or tribe stands liable to pay the debt with his life, if he comes within reach of those of the inimical tribe.

Two of the Indians to whom William Casto gave liquor were more brutal or more deeply steeped in tribal revenge than the others. With their better judgment clouded by bad whisky they decided to take revenge on the three members of the white tribe within their reach. The supposition is that they thought the white "Tyee's" life would avenge that of the chief killed the previous summer, and that the lives of the wife and John Halstead would answer for the two other Indians who were killed at the same time.

They softly approached the room where the three white people had just finished supper. A whizzing bullet instantly killed William Casto where he lay on a lounge; another felled the young wife, who sprang to her husband's assistance. John Halstead was struck by a third shot, but was not too disabled to fight valiantly. When found his body showed many knife wounds. Through with their bloody work, the Indians ran from the house. One was shot in the back and killed by a friendly Indian, named Aleck, who had heard the shots and sensed the trouble. The other Indian ran. Aleck followed and came upon him in the woods where he killed him with an ax.

The ranch of Mr. J. Bush adjoined that of William Casto. Alarmed, and fearing worse from an Indian uprising, he and his family, together with several single men who lived on nearby ranches, set out for Seattle. Although the distance is now easily covered in two hours by an auto-bus, they did not reach Seattle until the morning of the 9th. This was due to the roundabout way they were forced to take. The report of an Indian uprising spread like a forest fire. The coroner, Josiah Settle, and a party of men started at once for the scene of the murder. The only witnesses found were Aleck and a young squaw.

MOUNT RAINIER

The bodies of the young pioneers were laid in the Denny Park Cemetery in North Seattle. They have since been removed to the Masonic Cemetery.

Later the Snohomish Tribe, unable to catch Aleck, who was very quick with a rifle, killed his son; but no Indian uprising followed the direful tragedy, proving the fact that most of the reported raids and uprisings were really cases of revengeful murder for mistakes made by the white man in his dealings with his red brother. In this case, as in many modern tragedies, whisky was the instigator of the crime.

Early in 1865 Butterfield & Co. began to operate the first brewery in the village, and soon afterward Samuel Coombs had the second one turning out beer, ale and porter.

In the summer of 1865 Kellogg Brothers moved into their new store on the south side of Yesler Way between First Avenue South and Occidental, and E. M. Sammis had fitted up a photograph gallery in the same building. Nearly all the early pictures of the village and its people were taken by him.

In March of that year Amos Brown, John S. Condon and M. R. Maddocks opened the Occidental Hotel, which they had just built. It stood on the triangle formed by Yesler Way, James Street and Second Avenue on the present site of the Seattle Hotel, a site that has always had a hotel on it since that time except for the time it took to build the one burned June 6, 1889, and its successor now standing there. Mr. Maddocks is the only one of the trio now living. In September following, John Collins bought Mr. Brown's interest in the property.

In August my boyhood friend, George W. Harris, became a partner with Charles Plummer, his stepfather, in the store established by Mr. Plummer before the Indian war.

About the same time Mrs. S. D. Libby and Mrs. O. C. Shorey opened the first millinery store in Seattle. The Masonic Hall had just been completed, standing on or near the present site of Lowman & Hanford's bookstore, and their shop was on the ground floor.

Late in September, 1865, Thomas Martin started a brass and iron works, the first of its kind in the village. It was well equipped with lathes, pattern and blacksmith shops. One and one-half tons of metal could be melted at a time. Prior to this time all work of this kind had gone to Port Madison or elsewhere.

Early in 1866 Messrs. A. A. Denny and George F. Frye sold out their interest in the store, and it was continued under the firm name of H. L. Yesler & Co.

Early in 1866 Chen Cheong, the first Chinaman to go into business in Seattle, arrived here and in April began the manufacture of cigars. He was one of the most capable of business men of any period in the city's growth.

At the regular annual election in King County, June 5, 1866, 147 votes were cast in Seattle, 33 in Mox La Push Precinct, and 10 in White River, while in West Seattle the polls were not opened. It will be noticed that the total vote was only 190.

Ike M. Hall, who later became prominent in Seattle as a writer and lawyer, hung out his sign as "attorney and counselor-at-law," April 5, 1866.

In October John Collins bought the interests of his partners in the Occidental Hotel, remained sole proprietor a couple of weeks, then admitted Amasa S. Miller to partnership in it.

In November, 1866, Archyr Fox opened the first barber shop and bath house in Seattle.

August 29, 1866, Charles Plummer died, and the next day was buried with Masonic honors. The flags were half-masted and many of the houses draped in mourning. The members of St. John's Lodge and the citizens generally escorted the remains to the cemetery. The writer remembers him with affectionate regret. A gentleman in address and conversation, he was one of Seattle's pioneer citizens and one of the most enterprising. His name is linked with all its early advancement. His store was one of the largest; he had his own wharf and independent waterworks to supply it with water. At times he was connected with a sawmill and a coal mine on Black River. For several years, while Seattle was an outfitting point of prospectors for gold in the northern part of the territory east of the mountains, he employed pack trains to carry merchandise through the Snoqualmie Pass into the upper country, often accompanying them in person. Every public enterprise received his personal encouragement and aid, and to all private charities his purse was ever open. The writer regrets that more information regarding him is not attainable. He ranked with Yesler, Terry and Maynard in the early development of Seattle and its resources.

December 24, 1866, the following paragraph appeared in the editorial column of the Puget Sound Weekly: "Mr. D. Horton, who has been one of the principal merchants of the Sound for the past twelve years, having sold his establishment to Messrs. Atkins & Shoudy, will tomorrow give possession to these gentlemen and retire from the mercantile business in this section. Mr. Horton has been an energetic and successful business man, and his long intercourse with the people of this section has made him many friends, whose wishes for his future welfare will be cordially extended to him. Messrs. Atkins & Shoudy, successors to Mr. Horton, are worthy gentlemen, well qualified for the business, which will be continued at the old stand, where they will be happy to attend to the orders of customers." It was a coincidence that both members of the new firm should later have occupied the mayor's chair in this city—Mr. Atkins in 1869 and Mr. Shoudy in 1886.

In the first issue of the paper in January, 1867, appears the advertisement of Wold Brothers' Boot and Shoe Shop, the pioneer in this business as a separate line. Later they secured valuable farms at Issaquah and became men of wide influence there.

February 18, 1867, the announcement appears of the death of Charles C. Terry the day before in Seattle, aged thirty-seven years. Mr. Terry's name has already appeared so often in previous chapters that he needs no eulogy from the writer. Arriving here just after attaining his majority, it seems hardly credible that so young a man should have accomplished so much under all the adverse conditions of pioneer life on Puget Sound at that time. In his will he named his wife, Mary Russell Terry, and Franklin Matthias and Erasmus M. Smithers administrators of his estate.

April 1, 1867, Hiram Burnett published a notice giving his son, Charles, the right to go into business for himself, and the same date S. B. Hinds announced that he had admitted Corliss P. Stone and Charles H. Burnett as partners under the firm name of Hinds, Stone & Co. August 5th of that year their advertisement appeared in the first issue of the Intelligencer The editorials of the Gazette

had always been strongly partisan and republican. Mr. Hinds was equally as strong in his democratic partisanship and had refused to advertise; but the Intelligencer, under Maxwell, was non-partisan, so the announcement of the new firm heads the list of new advertisements.

At the general election, June 3, 1867, King County's total vote was 285, a substantial gain, but that of Seattle was not given separately.

The first circus to make its appearance in Seattle was the Great Western Circus. It came to the territory November, 1867. The whole population turned out to see it. The little village was growing large enough to attract entertainers.

In the fall many improvements were made in Seattle. Dexter Horton erected a large structure, 28 feet wide and 72 feet long. It was built of stone brought from Bellingham Bay and was declared to be fireproof. It had iron doors and shutters, and at this time was boasted as the most substantial and the finest business structure on the Sound.

The summer and fall of 1868 witnessed the most prolonged drought that has been known since the whites settled here. It began the first of June and no rain fell until the twenty-ninth day of October. It was accompanied by the most destructive forest fires that had been known. They extended, almost unbroken, in the mountains from 600 miles north of the boundary line of British Columbia through Washington and Oregon, into California. The smoke drifted out to sea nearly 1,000 miles. The air was so filled with the acrid smoke of the resinous woods as to be almost intolerable. For days at a time the telegraph was out of service by reason of the poles burning down and the impossibility of repairers penetrating the burning forests. Vast areas of the most valuable forests were swept absolutely clear of everything that would burn. No means existed of arresting the progress of the flames and the fires continued their sweep until the late fall rains brought relief.

The first real estate office opened in Seattle was in 1868, by L. B. Andrews. It was on the wharf of Dexter Horton & Company, in the rear of the store, opposite Hinds, Stone & Company's store.

The town made little advancement in a business way during 1868. Frequent changes in small businesses occurred, but not of sufficient importance to note.

January 25, 1869, George F. Frye became the proprietor of the Eureka Bakery.

January 22d Dr. Samuel G. Calhoun, who had practiced medicine here for nearly a year, bought the Pioneer Drug Store from Gardner Kellogg.

During all the years of Seattle's existence, small boats had been built here, but Elias Hoskins was the first to establish a well equipped shipyard. February 8th, he advertised that he was prepared to build schooners, scows, and boats of every description up to seventy tons measurement, at less than San Francisco prices.

Leonard Reinig arrived in Seattle this year and May 17th informed the public that in connection with his bakery he should have groceries, provisions, fruits, vegetables, etc., in stock.

The general biennial election was held June 7, 1869. The total vote of the county reached 360. Mox-la-push precinct cast 25 votes; White River, 48; Squak, 7; Snoqualmie, 8; Dolan's Camp, 15, and Seattle, 262.

Russell C. Graves continued in business in Seattle for a great many years.

In February, 1869, he opened a cooper shop on First Avenue, between Cherry and Columbia, but did not long continue in that line of business.

The modest card of James McNaught, that appeared March 15, 1869, did not foreshadow his remarkable advancement here in the legal profession in later years. He came in 1867 and during his two years of residence here had become recognized as a diligent and capable lawyer. During the next fifteen years he attained front rank in his profession, gained a lucrative practice and by judicious investments in real estate became quite wealthy. The Northern Pacific Railroad Company appointed him its resident attorney and later transferred him to St. Paul. He now has a beautiful home on the Hudson River not far from West Point and maintains offices in New York City, though he has practically retired from practice in the courts.

J. T. Kenworthy made his bow to the public as a fashionable tailor June 21, 1869. The name became notable during the anti-Chinese troubles of 1885.

A business that grew into large proportions was organized here in July, 1869. Booth, Foss & Borst bought out a small meat market that had been in operation for some time, and began buying their cattle in the Kititass Valley and driving them across the mountains by way of Snoqualmie Pass. Borst owned a very large ranch on the Snoqualmie Prairie and the cattle were left there to recuperate and then driven into Seattle as needed. In later years Booth went into other business, being county auditor for a time. His son, L. S. Booth, is now in the abstract business here.

S. P. Andrews and J. T. Stewart became successors to Hugh McAleer in the stove and tinware business July 26th of this year.

Isaac Waddell, of whom the old timers still love to tell humorous stories, started the second stove and tinware store here in August, 1869. Later he and Z. C. Miles were partners in a large business.

In August, 1869, Judkin's addition to the town was offered for auction. This addition lay along the bay, south of Seattle. In December all lots not sold at the August auction were offered again at public auction on First Avenue South. None of the lots brought less than $25. John Denny and D. T. Denny offered for sale town lots in North Seattle. Rev. George F. Whitworth surveyed and laid out the eastern addition to Seattle.

Under date of September 20, 1869, the following condensation of local news was presented by the Intelligencer: "The pile driver was engaged a portion of last week in placing piles on the south side of Yesler's wharf, on which two stores are to be erected. Three large stores on First Avenue South, which have been built expressly for mercantile firms, are now nearly ready. A building on Yesler Way to be occupied by a wagon maker is also about finished; and, we are informed, two more shops in the immediate neighborhood are in contemplation. All of the above buildings have been rented for some time, and many more would be if they could be obtained. It is likewise the case with respect to dwelling houses, for although about forty have been erected within the past twelve weeks, and several others are in course of construction, yet there is considerable complaint that none can be had by those who have lately arrived. Surely, the real estate holders are not studying their own interests, without reference to the good it would do the town, by acting so, for we may say, with

THE
DELAMAR

one exception, H. L. Yesler, Esq., no effort has been made by them to meet the requirements of those who have sought Seattle as a business location."

In the summer of 1869 the Port Orchard Mill Company failed. The members of the company became involved in controversies among themselves and with their creditors. The assets of the company were dissipated, the sawmill was burned, and the creditors lost all that was due them. More than twenty were business men of Seattle and their losses at this time in turn resulted in several failures among them. Atkins & Shoudy, Hinds, Stone & Company, and Gardner Kellogg were the heaviest losers.

Schwabacher Bros. & Company, as a firm name, has been a notable one in Seattle for nearly fifty years. Their first advertisement appeared October 11, 1869. A partial list of their offerings was dry goods, in every variety, clothing, boots and shoes, hardware, groceries and provisions, liquors, cigars and tobacco, crockery, ship chandlery, etc. The advent of this firm was the starting point of Seattle's wholesale trade. Several little steamers, with Seattle for their home port, were regularly visiting the milling towns and logging camps on the Sound and the farming communities on the Duwamish, Snohomish and Skagit rivers, and the dealers and people at these places soon found that the stock of the new firm, added to those already here, made this town a good place to buy at wholesale and retail. The new firm had unlimited capital back of it, branch establishments at Walla Walla and Boise City had given the managers of the central house in San Francisco clear insight into the needs of frontier communities and the stock for the local houses was exactly suited to local demands. Bailey Gatzert came here as manager and made this place his permanent home. From that time until his death, April 19, 1893, he was a prominent figure in the business and civic affairs of Seattle and King County; ever public spirited, ready to encourage all public and private enterprises that promised to advance the city's interests. Such a man could not be otherwise than a most loyal associate, as he was one of the most companionable of men it has been the writer's good fortune to number among his personal friends. At the head of the great mercantile house he established here, he was the embodiment of the commercial prosperity of the city, and as the promoter and tireless worker in many of its financial and industrial enterprises he was inseparably connected at all times with its growth and prosperity.

In October, 1869, George W. and Sylvanus C. Harris bought the Pioneer Drug Store from Dr. S. G. Calhoun, and at the same time Gardner Kellogg and William S. Baxter took rooms in the same building, and opened an abstract office, the first of the kind in the place.

This same month the firm of Crawford & Harrington bought the Eureka Bakery from George F. Frye, and made large additions to its stock. Their advertisement read, "Wholesale and retail dealers in groceries, hardware, paints, oils, wines, liquors, cigars and tobacco. Manufacturers of hard bread and crackers. Dealers in Oregon produce." In the years to come, their business became one of the largest in the city. It will be observed what a wide range the list of goods covered even at that early date.

November 15, 1869, the Intelligencer notes the arrival of Gen. Elisha P. Ferry, surveyor general of this territory, by the steamer Gussie Telfair, from Portland. The general's family had just arrived from the Eastern States.

Governor Ferry, as he was called by every one in later years, had been a colonel on the staff of Gov. Richard Yates in Illinois, but did not attain to the rank of general until he had occupied his new position at Olympia for a time.

In the fall of 1869 Yesler built a good sized two-story warehouse on the south side of his wharf, and it was immediately occupied by William H. Gilliam as a commission house. Later he was appointed postmaster and had the office in the building. For some time in 1870 the writer served as his deputy, and after helping distribute the mail, hung a tiny mail pouch on the horn of his saddle and soon his pony set out on a gallop toward Snoqualmie. Mails were delivered at Black River, C. C. Clymer, postmaster; at Squak, William Pickering, postmaster; and at Snoqualmie, Jeremiah Borst, postmaster. Then there were no settlers between Cedar River and Issaquah, nor between the latter place and Snoqualmie, and but for the postal regulation forbidding it, the entire lot of mail, letters and papers, could usually have been carried in one pocket. Bowman Brothers began clearing their farm, where Falls City now stands, that fall.

The following editorial paragraph appeared in the Intelligencer November 22, 1869: "In addition to the large and beautiful residences being erected for D. N. Hyde, E. Hanford, W. Meydenbauer, and John Denny, Esqs., several others are going up in this neighborhood, notwithstanding the severity of the weather. Another store, to be occupied by C. C. Perkins, has just been erected at the foot of First Avenue South, by Mr. Yesler, who has also built a two story house for a China firm, a large store for Mr. Gilliam, and a blacksmith shop for Mr. McDonald, adjoining the wharf. Mr. Yesler also contemplates putting up a large building on Yesler Way to be occupied by Wells, Fargo & Company's express and the Intelligencer printing office. We venture the assertion that more substantial buildings are in process of erection in Seattle than in all the towns on the Sound."

Thirty inches of snow in Seattle has paralyzed business quite generally the few times the city has had such an experience. What will be thought of the courage and hardihood of M. S. Booth, who on the first day of December, 1869, headed a party which drove 200 head of cattle over the Snoqualmie Pass through thirty-six inches of snow? Only four animals were lost on the trip. One of their horses got at their only bag of flour and all hands were without bread in consequence for three days.

The California State Telegraph Company, a branch of the Western Union Telegraph Company, completed its line to Seattle, October 25, 1864. Work to the northward was continued and in due time a cable was laid to Victoria. All this was merely a preliminary step in the progress of a gigantic enterprise. The first ocean cable between the United States and Great Britain had soon proved a failure. The leading men of the telegraph company believed one could never be operated successfully. A plan was outlined to carry a line through British Columbia and Alaska to Behring Strait, where a comparatively short cable would connect with Asia and then another land line through Siberia, Russia, and the rest of Europe would give telegraphic communication between the two hemispheres. The proposed line was extended 600 miles northward into British Columbia forests. No difficulty was experienced in getting poles, as the chief expense was clearing a right-of-way. Wire, insulators and food

for the workmen were transported over the mountains, through forests and swamps, for long distances at times on the backs of men. The actual cost reached one dollar per pound for much of it. Communication was kept open to the southward, and one day word was flashed to the front that the new Atlantic cable was a complete success. Soon orders followed to abandon everything that was not easily portable and return to the United States. Wires, strung and unstrung, were left behind. The same was true of most of the tools, foodstuffs, and general supplies; only enough of these were brought away to last the parties to the outposts of civilization. The whole matter was freely commented upon in the public press at the time and the loss to the Western Union Telegraph Company was reported more than a million dollars.

A second chapter was written a few years later, before the "boom" that preceded the construction of the Pacific Division of the Northern Pacific Railroad in 1871-2-3 had culminated.

Under date of San Francisco, November 18, 1869, George H. Mumford, general superintendent of the Pacific Coast branch, telegraphed to Capt. D. B. Finch, the leading steamboat operator on Puget Sound as follows: "Our line from Portland to Victoria and beyond has long been only a constant source of expense. The deficit this year is very large owing to fires. It was very large last year, owing to troubles with the cables. We see no prospect of its paying expenses for a good while, and I have nearly made up my mind to abandon it altogether after the 1st of January. Are the people between Victoria and Portland enough interested in the matter to give any aid towards paying expenses? Unless something of this kind is done telegraphic communication will soon be discontinued north of Portland."

The Victoria Colonist, the Intelligencer, and most of the papers on the Sound discussed the matter very sensibly and admitted the justice of the proposition. It is my recollection that the business men of Seattle and other places on the Sound, especially the milling ports, and Victoria, came to the rescue, including the Government of British Columbia.

A story has been published placing this occurrence in 1873, following the failure of Jay Cooke and the general collapse throughout the United States. At that time, it was said, eighteen men in Seattle, headed by Arthur A. Denny, pledged $1,800 in advance tolls and thus tided over the difficulty. It is altogether probable that the story had its origin in 1869 rather than 1873, for business had multiplied many fold in the meantime so that the company could not afford to do in the latter year what it might possibly have done four years earlier. In any event, Seattle has had uninterrupted communication with San Francisco for more than fifty years save when natural causes intervened. Certainly the company has never suspended its service during that lapse of time.

The year 1869 was notable in local annals. During the year the village became a town. Its business more than doubled and its population trebled. Yesler, as usual, had been quite busy. His new mill began cutting lumber early in the year; his wharf reached out for deeper water and on its north side was a new "L". On the wharf and abutting its south side were a lot of good warehouses for his own use and for others. From near Post Street, along the north side of Yesler Way between the old mill and the street he had put up about a dozen small stores, all occupied. Business had crept up a block on the south

side of Yesler Way, and around on First Avenue to Cherry Street. Several wharves had been constructed along the bay between Yesler Way and Main Street, and were already doing a good share of business. The Newcastle mine was furnishing coal in town and to several of the local steamers. Thousands of cattle had come over the Snoqualmie Pass and the local dealers were shipping meats of all kinds to the several milling ports and to Victoria. Real estate had been in active demand throughout the year, most of the purchases being made by newcomers for homes, for business use and as an investment. Most of the accessions to the local population were from Oregon and California and a few from the Eastern States, attracted here largely in hopes to share in the benefits freely predicted to flow in here following the construction of the Northern Pacific Railroad, which, by the terms of its franchise, was bound to commence in 1870 construction of the eastern and western ends of its lines.

In December, 1866, the new building of Yesler & Frye on First Avenue South was completed. It stood on the spot where the famous old log cook house had been. The new building was a fine two-story structure.

In June, 1868, it was announced that the workmen were preparing for the speedy erection of the new sawmill of H. L. Yesler. The pile driver was already at work, and the old mill was turning out lumber for the framework of the new building. The machinery was expected to arrive in a few days on the bark Moneynick.

The same month the county board authorized Henry L. Yesler to keep and maintain a wharf at the foot of Yesler Way, Seattle; the wharf to be extended into the water a sufficient distance for practicable navigation. Mr. Yesler was authorized to charge the following wharfage: For landing and shipping freight, 50c per ton; for plungers and small vessels per month, 50c; for the landing of vessels of 100 tons and over, $5; for the landing of all steamers per month, $5; for cattle and horses shipped or landed, per head, 25c; for a two-horse wagon, 50c.

During the summer of 1869 the firm of Hinds, Stone & Company were notably active. Their place of business was about the middle of the block between Washington and Main streets west side of First Avenue South. They erected a so-called fireproof brick store building 60x120 feet, two stories, fitted with iron shutters for doors and windows. In the fall they had completed a large wharf with good buildings on it. Last but not least they inaugurated the first delivery service in the city.

Among the residence buildings at this time were those of Amos Brown on First Avenue, William H. Shoudy, where the Burke Block now stands, and David Webster, R. C. Graves, D. S. Smith and Daniel Manchester a block or two further up the hill. Yesler's new mill was nearing completion.

During 1869 there were erected the Catholic Church, eleven buildings for stores, thirty-seven one and two-story dwelling houses and over twenty smaller tenements.

The fact that the actual construction of the Northern Pacific Railroad was to begin in 1870 started a migration into the Pacific Northwest that year, increasing in 1871 and 1872 and culminating at the time of the disastrous failure of Jay Cooke & Co. in 1873.

Government lands were bought all up and down the eastern shore of Puget

Grenoble

Sound and lots in all the existing villages and wildcat townsites were bought and exchanged freely and at speculative prices.

In 1870 in Seattle good building lots five blocks from the center sold for from $125 to $250 each. Downtown lots sold for from $500 to $2,000 each. Labor was scarce and commanded from $2.50 to $3.50 a day; mill hands were paid $40 per month; choppers in the logging camps received from $50 to $80 per month.

In January thirty-two lots in J. W. Law's addition to the City of Seattle sold for an average price of $10 each. This property was situated on top of what is now called Queen Anne Hill.

Late in August, 1870, Olive Branch Lodge No. 4, I. O. O. F., was organized in Seattle; officers were R. J. Moore, E. Calvert, W. Meydenbauer and I. Waddell.

In August Leary & Wheeler, with offices in the Cosmopolitan Hotel, Seattle, advertised a large quantity of real estate here for sale. The following were offered: Lots No. 1 to No. 10, inclusive, in block 4; lots from No. 1 to No. 8, inclusive, in block 13; lots from No. 1 to No. 7, inclusive, in block 14; total twenty-five lots, 60 by 120 feet each. It was announced that this property was well located, joining the first corner section upon which the business part of the city stood. Its location was fine and it eventually would become the center business portion of the city, being only half a mile east of Yesler's shipping wharves and mills. The property was offered for $2,500 in 500 subscriptions of $5 each. Agents here to conclude sales were William S. Baxter and James Crawford. About the same time Thomas Mercer offered several blocks bordering on the southwest end of Lake Union for suburban homes.

In September L. B. Andrews advertised a number of splendid homesteads at Seattle. These were in tracts of twenty acres each and from within 1½ miles to six miles of Seattle. The price varied from five dollars to twenty-five dollars per acre. The timber on the lots it was announced was alone worth the price asked for the whole; a true statement.

In February work for the extension of Mr. Yesler's wharf was begun with a large pile driver.

In May a large force of men with work cattle were engaged in improving the conditions of Third Avenue. Numerous huge stumps were dug up and burned, the intersecting streets were leveled and the main gully was partially filled up. This improvement was made under the direction of the road supervisor, who had been instructed to continue the work until Third Avenue should be rendered passable for all kinds of vehicles from Yesler Way to Pike Street. The same month improvements were made in the well-known Yesler Hall and the Pavilion. Yesler's Hall, as such, ceased to exist under these improvements; it was partitioned into small rooms suitable for offices. The old Pavilion, which was 120 feet in length by 30 feet in width, was arched over, hard finished, and was then unsurpassed by any other room in the territory for public meetings, lectures, balls, etc. The Pavilion was also owned by Mr. Yesler.

In September the new building erected by Bailey Gatzert, at the corner of Third and James Street, was completed and was one of the finest private residence buildings then in the city.

Late in March Stone & Burnett received twenty-three wagons, four top buggies and five open buggies which came from Ottawa, Ill.; they also received at the same time three combined mowers and reapers, two of which were sold immedi-

ately after arrival. Several of the buggies were sent to Olympia to be sold there.

In April Booth, Foss & Borst contracted with Frank Matthias for the erection of a large building on Yesler Way, adjoining Moore's photographic gallery, to be used for a retail market. This firm was doing the largest wholesale business on the Sound and throughout the surrounding country. In the spring there was a considerable movement for the construction of sidewalks in all parts of the city; particularly on Second and Third Avenues. The Masonic Hall was entirely remodeled and provided with new paraphernalia.

In June E. P. Ferry, then living in Olympia, surveyor-general of the territory, offered for sale front lots on Elliott Bay, in Clarke's addition to Seattle, near the mouth of the proposed canal from Lake Washington to Puget Sound, and in a commanding and beautiful situation for a new townsite.

Twenty-two real estate transactions took place in one week in July. Twenty lots in the eastern addition to Seattle were sold for $700. Ninety acres in Boren's claim were sold for $7,200. Blinn sold to Boyd two lots in Boren's addition for $1,187.50. Moore sold to Remington & Osgood six lots in Maynard's addition for $1,200. A. A. Denny sold to Remington & Osgood thirty-six lots in Bell & Denny's plat for $4,000. Buckley sold to Remington & Osgood lot 8, Block 8, Boren's addition, for $2,000. They also effected the purchase of all the real estate in this city and suburbs belonging to Dr. J. Williamson. It consisted of some eighteen lots in Maynard's and Denny's additions, and a fraction over eight hundred and twenty-six acres of land extending from this place to Salmon Bay, and on White and Black Rivers and Lake Washington. The consideration was $30,000, which was paid over, on delivery of deed, in gold coin certificates.

There were two large hotels here in 1870, the Occidental, owned by Collins & Co., and the Cosmopolitan, owner by Leary & Wheeler.

In April, 1871, Rev. Dr. Punshon, a famous orator of the Methodist church, delivered several sermons and addresses in Seattle.

Rt. Rev. Bishop Demers died at Victoria July 25, 1871. He came to Oregon in 1838 and built a church at Cowlitz soon afterward. He was the pioneer missionary of British Columbia and was ordained Bishop of Vancouver Island in 1847. He preached the first sermon in Seattle. In 1870 he attended the Ecumenical Council at Rome and voted in favor of the doctrine of the Infalliability of the Pope.

There were twenty-four real estate transfers in the city for the week ending August 5, 1871; seven were sales of lots by A. A. Denny and wife. They sold twenty-four lots in Bell's addition for $625. Lots were sold in Eastern, Boren's, Bell's, Moss', Eden, Terry's, Denny's, Lewis', and Judkins' Additions.

In August General Alexander, of the Topographical Engineers, made a thorough survey of Lakes Washington and Union. It was reported that his work indicated the establishment of a naval station here in the near future.

Thirty-one real estate transfers took place in the week ending September 2, 1871; four were by A. A. Denny and wife. Part was acreage within a mile or two of the city proper and part was lots. Several were at South Seattle and at Union City. City lots ranged from about fifty dollars to five hundred dollars. So great was the growth of the city in the fall of 1871 that it was found necessary to employ and put on more night watchmen to hold in check the turbulent characters who had come here within a short time. Newcomers found it exceedingly

difficult to secure house room either permanent or temporary. Owners of lots were urged to build for renting purposes as well as for sale.

In October the large warehouse on Stone & Burnett's wharf fell with a crash. It contained about fifteen thousand dollars worth of merchandise and had been standing only about three years. Its fall was caused by the teredo, the worm that causes havoc to all submerged salt-water timbers. The whole structure, wharf and all, went down in the bay and was half submerged. A team and two men went down with the structure but were not seriously injured. The large crowd that assembled immediately saved much of the contents of the warehouse. The loss was about three thousand dollars. In a few weeks the wharf was rebuilt and made larger and better than ever.

In its issue of December 24, 1871, the Intelligencer published a "Seattle Directory," the first in the history of the city. The list of occupations was large but the number in each was small, viz: Auctioneer 1, architect 1, attorneys 10, banks 1, bakery and confectionery 3, billiards 3, blacksmiths 5, boilermakers 2, boots and shoes 6, breweries 2, carpenters and builders 10, cigar factory 2, civil engineers 3, laundries 4, commission merchants 1, coopering 2, dentists 2, drugs 2, drygoods, clothing, etc. 6, furniture 2, fruit stores 3, gristmill 1, groceries, etc. 1, gunsmith 3, hotels 3, jewelery, watches, etc. 3, fancy goods 3, beer halls 3, saloons 7, livery 2, machinist 1, marble works 1, meat and vegetables 3, doctors 2, milliners 6, oyster-houses 2, painters 7, photographers 2, plasterers 1, printing offices 2, real estate agents 7, harness 1, doors, sash, etc. 2, sawmill 1, barbers 2, shipyards 2, soap factory 1, soda factory 1, stationers 2, stevedores and wharf builders 1, stoves, hardware, etc. 2, tannery 1, tailors 6, tinsmith 1, truckmen 6, upholstery 1, wagon makers 2, wholesale liquors 3, wood turning 1.

The paper claimed for Seattle a population of 2,200 at this time, but this figure was too high; 1,300 was nearer the correct number.

Much concern was felt here in 1871 when it became known that title to 320 acres adjacent to the city was likely to be clouded by the claims of Dr. D. S. Maynard's divorced first wife's descendants. The tract embraced the east half of the Maynard Donation Claim. A great deal of litigation grew out of these claims of the divorced wife and it was many years before they were adjusted.

During the winter of 1871-2 there was no cessation of building operations here—stores, warehouses and residences continued to go up. Five store buildings were under construction at one time in March; at the same time the wharves were undergoing important repairs and additions. The winter saw the first great era of brick building. Yesler had commenced a large store building near the postoffice on Yesler Way; Stone & Burnett had just commenced their third building adjoining their store; two of them were brick structures; a brick store building was going up at Yesler Way and First Avenue South; another brick structure was commenced on the latter avenue; this was two stories high, the second story being fitted for offices. Horton's wharf was extended out into deep water so that it was 650 feet long, one of the longest and best on the Sound, Russell & Shorey did the work of extension.

In 1871-2 the Legislature passed a joint memorial to Congress introduced by George N. McConaha praying for an act granting to the City of Seattle the tide flats at the head of Elliott Bay and adjacent to the city. There were about two

thousand acres which could easily be reclaimed. There was reason for speedy action, because squatters were taking possession and filling them.

In February Lord & Hall commenced a store building on Cherry Street between First and Second Avenues.

John J. McGilvra offered for sale at auction four blocks in Yesler & McGilvra's addition to Seattle and fifteen blocks in McGilvra's addition to Seattle. All of this property was beautifully situated on Lake Washington. D. T. Denny, in an elaborate advertisement, offered for sale 500 acres of unimproved land on the shores of Lake Union at prices ranging from thirty dollars to one hundred dollars per acre. Early in the year the Tremont House was opened to the public. It was the pioneer Plummer store remodeled and stood at the southwest corner of Main and First Avenue South.

In May and June a considerable cut was made at First Avenue and Cherry and in front of the Pavilion and the earth deposited on top of the sawdust in Yesler Way and First Avenue South. Ever since that time the city authorities have been troubled with settlement of those streets because of the rotting planks and sawdust wheeled into them by "Dutch Ned," during the '50s and '60s.

In the summer of 1872 the project was put forward of constructing a telegraph line between Port Townsend, Seattle and intermediate ports on the west side of the Sound. Subscriptions to this project were taken by J. W. Sweeney. The company was called Puget Sound Telegraph Company with a capital of $25,000.

In November the Legislature authorized and empowered the county commissioners to set apart, as a special fund for the building of a courthouse and jail, all amounts which should be paid to the county treasurer for licenses until such sums should amount to $12,000. James McNaught, A. A. Denny, and Franklin Matthias were constituted a board of trustees to receive all such money from the county treasurer and loan the same at not less than 1 per cent per month until the accumulation should be required for the purposes of this act.

The heaviest earthquake ever experienced here up to that date, or since, occurred December 14, 1872, at about twenty minutes before 10 o'clock A. M., but no serious damage was done. There were three series of shocks, the first lasting about two minutes and the others only a few seconds. The shocks seemed to pass from the northeast to the southeast.

In 1872 the whole number of conveyances for the sale of lots in Seattle and lands in the county was 431. Seattle had many additions, covering in all about eight thousand acres, made mainly with the expectation that the city would become the terminus of the Northern Pacific Railroad. Only a small fraction of that area was occupied. The water front was a little over a mile and the space built upon extended back about a half mile from the water. There were here a total of 515 of all kinds of buildings, of which five were churches, fifty-seven were two-story buildings, 151 were 1½-story buildings and 249 were one-story buildings; the remaining fifty-three were barns and stables. There were two fireproof brick stores, two hotels, one public hall, eight warehouses, seven wharves, a large steam sawmill, a grist mill, a tannery, two breweries, two shipyards, a sash and door factory, a machine shop, a foundry, thirty-seven stores and 125 other places of business. Numerous steamers and other vessels connected it with all the Pacific ports. Coal mine enterprises were the most extensive and alone attracted wide attention to this locality. The public school building, the university, the

SOME PRETTY SUBURBAN HOMES

public library, the temperance societies—were all attractive features. Five years before (1867) the population was about four hundred; now it was nearly one thousand eight hundred.

The project of extending First Avenue South, from its intersection with Yesler Way to First Avenue at Cherry Street between the Pavilion and Yesler's corner, had long been talked of and seemed likely to be carried out in the summer of 1872. It was argued that such a change would enhance realty values on First Avenue and vastly improve the appearance of First Avenue South; but the space over which the proposed extension would have to be made was owned by Mr. Yesler and was covered with frame structures which were yielding a handsome rental. Mr. Yesler then agreed to take $8,000 for this right-of-way, the city to bear the expense of moving the buildings, and the property to be free from special tax required to cover the cost of the change.

In nine or ten months, ending about August, 1872, Seattle showed phenomenal growth. There was built in that period seventy-four houses, of which thirteen were intended for stores or saloons, eight for shops, four for offices, two for warehouses, one for a livery-stable, one for a skating-rink, one for the Baptist Church, and thirty-nine for dwellings. Of the latter five were two stories, eighteen 1½ stories and sixteen one story. Many of the older buildings were altered and enlarged. Not only was the number of new buildings put up this year largely in excess of any other, but the capital invested in them had been increased to a still greater extent, because more expensive structures were erected. The city required all its buildings for actual residents. It had six churches, two public schools, and the university, two fine hotels, the coal mines, large exports of lumber, hay, grain, fruit, and as high as sixty arrivals and departures of vessels in a week, with an average of forty, and with from ten to fifteen vessels plying regularly on the Sound. And with all this the city was very attractive and promising. It seemed destined to become what it was hoped—the commercial metropolis of Washington Territory. The buildings, with a few exceptions, were better and more substantial than ever before, and the downtown district was being extended and the residence districts began to climb the hills. The buildings constructed or commenced were the following: Fine residences for L. V. Wyckoff and J. R. Robbins; smaller residences for F. M. Guye, D. Parmlee and H. E. Norwold; a store building on Cherry Street for W. N. Bell; a cottage for Dickson and Knight; a new church for the Congregationalists on Second Avenue above Spring; a new foundry building on Front Street for the Wilson's; a warehouse by A. A. Denny; a new wharf back of the Railroad House; and four or five cottages on the hill back of Fourth Avenue.

In March, 1873, lots 2 and 3, block 19, Boren's addition to Seattle, sold for $1,176 in coin.

In April the Puget Sound Telegraph Cable connecting Port Blakeley and Alki Point was successfully laid by F. H. Lamb. Immediately thereafter a party of eight men erected the land line which completed communication with Port Townsend.

In the spring T. H. Stringham, Daniel Bagley, J. W. George and S. P. Randolph, all residents of Seattle, organized for the purpose of utilizing a portion of the mud flats, at the southern end of town at the foot of Second and Third Avenue South, by enclosing an area which they proposed to cover with an im-

mense wharf, on which they designed to erect a sawmill and sash and door factory, a planing mill, a steam cracker factory and a commission warehouse. It was planned that when the whole tract should be built over and improved it would constitute an important addition to the city and remove forever an objectionable spot on the water front.

In the early '70s the country around Seattle was settled rapidly. By the spring of 1873 the Sammamish River, which emptied Squak Lake into the northern end of Lake Washington, had more than thirty families, whereas only a little over two years before only two settlers lived in that vicinity. Other localities east of Lake Washington were being settled rapidly also.

In September, 1873, H. L. Yesler, on behalf of several citizens of Seattle, presented to Capt. Thomas S. Phelps, of the United States Ship Saranac, who had been here during the Indian War of 1855-6, an elegant gold chain, with a locket attached bearing the following inscription: "Presented to Capt. Thomas S. Phelps, U. S. N., by the citizens of Seattle; a memento of January 26, 1856." The locket enclosed two microscopic views of Seattle in 1856 and 1873 respectively. Captain Phelps thanked the citizens in an appropriate and exceedingly pointed speech.

At a meeting of the city council in November, 1874, steps to build sidewalks on the following streets were taken: The south side of Yesler Way between Sixth and Seventh, and the west side of Second Avenue between Cherry and Madison.

About the middle of January, 1875, Seattle experienced extremely cold weather. The thermometer often indicating a point as low as five and six degrees above zero. In addition there was a disagreeable wind, but the sky was clear. The Seattle Coal and Transportation Company stopped operations for nearly two weeks, owing to the ice on Lake Union. The company set at work about a dozen men to cut a channel through the ice for the passage of their boat across this lake. Many of the harbors of the Sound were more or less blockaded by ice. The harbors at Seattle was free until about the middle of the month, when, owing to the breaking up of the ice which had formed in the Duwamish River and its floating into Elliott Bay and being driven by the wind in large pieces in front of the city, the vessels came near being in as bad a dilemma as those of neighboring cities. The whole bay in front of the city was filled with cakes of ice all sizes which rendered access by vessels or steamers almost impossible.

In May the following city improvements were under way: B. F. Ball was erecting a fine building for Hillory Butler on James Street north of the Occidental Hotel, George Goodwin was building a residence on Second Avenue; George Foster and Captain Wright had nearly completed residences on the same street, Walter Harmon had just finished his new house on Third Avenue, Captain Randolph's residence at Fourth and Cherry Streets, and J. T. Stewart's residence at James and Third Streets, were nearing completion. Late in June, 1874, H. A. Atkins sold at auction five acres of land belonging to the Plummer estate to C. C. Perkins for the sum of $1,725, gold coin, the land being situated in the rear of the brickyard on the south side of the city, now about Ninth Avenue South and Charles Street.

In March, 1875, a hurricane swept the Puget Sound region, the most severe in its history since the advent of white men. William L. Lindsay wrote an account of it to the Post-Intelligencer as follows: "It blew down thousands of

trees, a number of houses, barns and small sheds. The storm was fearful, trees crashing every instant. The lakes were both lashed to foam, and we were all thankful that we were tied up at the dock, for had we been out in the lake we would no doubt have lost both steamers. In the morning we steamed to Seattle. The whole country had undergone a change. The timber was cleared so we could see the territorial university from the landing at Lake Union. Fifty-six trees were blown across the track from the lake to Fourth Avenue, a distance of three-quarters of a mile. It took fourteen men from daylight to 2 P. M. to clear the track. A number of rails were broken. A tree fell across a Siwash camp near Doyle's place (now Jensen's grove). It caught fire and the Indians had to run to the edge of the lake to save their lives. There were 180 trees across the track from Newcastle to Bensonville, a distance of three miles, and thirty rails were broken. Jack Sperry, engineer, had a race with death and pulled his train across the last trestle as it was completely wrecked a few seconds after he pulled the train over it. There were a number of trestles on that piece of road and every one of them was wrecked. The timber at this time extended to Fourth Avenue on the east and Pike Street on the north. You can go through the timber anywhere in King County now and see thousands of trees that were uprooted by that southwest hurricane."

In March, 1875, Mundt & Davis of this city, made the following shipments to San Francisco by the schooner W. H. Meyer: 1,500 pounds of bear skins, 350 beef hides, 100 elk hides, 75 pairs of elk horns and 400 sheep skins. Their total value was a little over three thousand dollars. A few days before the same firm shipped 75 bear skins, 25 otter skins, 25 finished skins, 80 mink skins and other small furs, the total value of which was $1,000.

Early in April, 1875, William H. Pumphrey, who had been appointed in January to the position of postmaster of this city in place of W. H. Gilliam, who had resigned, entered upon the discharge of his duties.

In June Dexter Horton & Company removed the two buildings which were only one-story, located at the corner of Washington and First Avenue South, adjoining the store of Crawford and Harrington, and commenced the erection of a fire-proof building made of stone, 28 by 70 feet. The front of the building was used by the banking company for a business office and the rear portion was occupied with general merchandise.

In June, 1875, H. A. Atkins, the veteran pile driver of Puget Sound, went to Tacoma where he constructed an addition to the Mill Company's wharf. Upon his return he proceeded with his pile driver, by way of Black River, to Lake Washington, where he constructed two wharves for the coal company, one 300 feet long and 50 feet wide on the east side of the lake, and the other 100 feet long and 50 feet wide at the portage on the west side. Upon completing this work he constructed for the same company a new wharf on the Seattle harbor. It was 400 feet long and 30 feet wide with an extension or T 220 feet long and 70 feet wide. This wharf had facilities for loading four vessels at the same time and upon it were built coal bunkers capable of holding 8,000 tons.

Late in July H. L. Yesler sold the property upon which was the Gem Saloon, together with the frame structure thereon, to Anderson & Osborn for $6,000. The lot had a frontage of 24 feet on First Avenue South and extended back 170 feet. This was at the rate of a little over four hundred and twenty-eight dollars

per front foot. The figures showed the comparative price of downtown property at that date. It was on the west side of First Avenue South about thirty feet south from Yesler Way.

The Central Seattle Homestead Association in the summer announced the closing out of their lots about the middle of August at $50 each, payable in monthly installments of $5. They had on hand only a very limited number of shares unsold. The officers were B. Conkelman, general agent for Puget Sound; J. H. Hall, local agent for Seattle and vicinity, and A. Mackintosh, trustee. At this time D. T. Denny made a special offer of lots in his second addition in North Seattle, at from $50 to $100 each, and land by the acre in five and ten-acre lots, at from $50 to $100 per acre.

In June, 1876, the Seattle Homestead Association filed the plat of its first addition, a portion of the Lake View Homestead tract, embracing seventy-two lots, eastward toward Lake Washington. At this time the city had just completed a system of grades extending over a total of more than thirteen miles and embracing the area from Pine Street on the north, Eighth Avenue on the east and Elliott Bay on the south and west. In addition the city had recently been surveyed over nearly this entire area and the street lines had been marked with monuments. The height of tide water had been established. A profile of the streets had been prepared. Recent improvements on the streets had cost about twelve thousand dollars. The council was in earnest to make the city second to none in the Sound country as a desirable place of residence.

In July the council called for bids for grading First Avenue; nine were received varying from about nine thousand dollars to eleven thousand dollars. The lowest bid was by the Chinese firm Quon Coon Lung and the next lowest by George Edwards. The work was finally given to the latter. Excessively high cribbing was necessary along most of the west bank of the street. The work proved far more expensive than the contractor had estimated and it bankrupted him and nearly ruined his bondsmen financially.

In July Mrs. Almira Kidd laid off an addition from that part of the Maynard donation lying south of the brickyard and east of Judkins' addition, east of Eleventh Avenue South of Maynard's plat, and comprising 157 lots.

In July D. T. Denny offered to donate a town lot in North Seattle to every person who would buy a lot at $50 and build a dwelling house thereon. In July the following improvements were under way in "Belltown": Northrup's residence, Siedell's residence, Kusan's residence. Mr. Kusan was contractor for the new schoolhouse there and would soon complete that structure at a cost of $2,700. Belltown, as its name indicated, meant a village on W. N. Bell's claim. It was the triangle bounded by Denny Way on the north, Virginia Street on the south and Elliott Bay on the west. No portion of the city grew faster in 1876-77 than this section; its position made it a favorite location for residences.

In November J. A. Alverson of Belltown found imbedded in a stump on his place a thirty-two-pound cannon ball, presumably one fired from the Decatur during the battle of Seattle in 1856.

In August Remington and Osgood sold to W. C. Squire, for $55,000, all the realty they had heretofore acquired in this city.

Gen. O. O. Howard preached at the Congregational Church in the morning and at the Baptist Church in the evening of August 13, 1876. There was an

unusual attendance, many persons not being able to find seats. A large choir, with Miss Nation at the organ, furnished the music. Reverends Ellis and Wirth assisted in the services; the latter introduced him as a "soldier of Christ" as well as a soldier of the country. His sermon was an eloquent appeal for Christians to show more zeal in their work.

In the summer improvements began to creep south of Yesler Way on the Maynard claim. A cottage was going up at that street and Fifth Avenue South near the South Schoolhouse. Several tracts were being cleared, McElroy's and Clancy's. More tenements were going up at Main and Third Avenue South on McNaught and Leary's property.

During 1876 Seattle grew faster than in any year since the first settlement. The growth astonished the most sanguine citizens. New buildings, new industries, new business houses appeared on every street. About two hundred buildings were erected. Many predicted there would be a surfeit but all were filled as fast as ready. Angus Mackintosh alone built seven tenements on Main Street and all were promptly occupied. Doctor Calhoun's new wharf below Belltown was completed in the early fall; he built thereon a warehouse 40 by 100 feet and used it as a storehouse for grain, hay and vegetables from his Swinomish farm. The most notable improvements were Doctor Weed's residence, Frauenthal Brothers' two-story brick block, the Jackson Hotel, costing $17,000; the county jail; Hall and Paulsen's and Stetson and Post's new business houses; fifteen miles of railroad, at a cost of $125,000; the well-advanced grading of First Avenue.

In December, 1876, for the first time in its history a shipment of Seattle lager beer was made by the North Pacific Brewery to San Francisco; they had been shipping their beer for several years to Sound ports.

The first annual business directory of the city was issued in 1876; it was compiled by B. L. Northrup. It listed 272 business establishments and named 1,041 heads of families and adults. It noted the following: Twelve restaurants, 7 markets, 3 mills, 3 newspapers, 1 bank, 6 foundries and iron works, 2 shipyards, 4 jewelers, 3 job printers, 8 wharves, 77 mercantile establishments, 69 manufactories of all kinds, population, white, 3,100; Chinamen, 250; resident Indians 50, average floating population 300. The total number of buildings built in the city up to the beginning of 1873 was 575; the number built during the three following years was 291; number built in 1876 to date of compilation, 147.

In September, 1877, Gen. W. T. Sherman arrived here on the revenue cutter; he came ashore and took a trip around the city.

The first lot of tea ever imported direct from Japan for any house in Washington territory arrived at Seattle on the bark Montana late in March, 1877, for Crawford & Harrington, who were already doing a large wholesale business.

In January, 1877, H. G. Thornton found imbedded in a huge fir tree that formerly stood at Sixth Avenue and Terrace Street, a 27-pound shell that was fired at the Indians by the Decatur in January, 1856; a grape shot was unearthed a few days earlier in the lot of S. F. Coombs.

When the clearing of timber and grading of lots began in earnest in the early '70s many of these grim reminders of the Indian war were found imbedded in trees or uncovered from the earth. The writer found a 32-pound shot on the bluff overlooking the beach near Virginia Street about 1862, and two or three years later ruined a new ax by hitting a grape shot the size of a baseball,

one day while chopping a small tree into firewood upon the present site of the Frederick-Nelson store.

In March the J. R. Robbins residence, which cost about sixteen thousand dollars, was totally destroyed by fire; the fire company was slow to arrive and there was little or no water available. The residence was the finest in the city and one of the finest in the territory at that time.

In June the Seattle rifle team was organized for the purpose of contesting in a shooting contest to be held here July 4th, between the marksmen of this city and those of Victoria, B. C. They selected the Springfield army gun. Among the Seattle marksmen were Arthur Avery, William Jensen, Thomas Thompson, A. W. Piper, Carl Kreuz and Pin. Showers. This rifle match led to the organization here of the Seattle Amateur Rifle Association, which secured a range on the Nagle farm near Denny Way and Tenth Avenue North. The Victoria team defeated the Seattle team by a score of 456 to 445.

The regatta, July 4th, was a success; the Harvest Home won the silver tea set. A greased pole extending out from the old bark Windward, lying near the present Colman dock, afforded much amusement; sixty-two attempts failed, Mr. Anderson finally winning.

In 1877 the name of the town known as Freeport (West Seattle) was changed to that of Milton.

First Avenue South was the leading business thoroughfare in 1877, but it had not received the grading which its trade importance demanded. In the fall the street commissioner began to cut out the high ground between Washington and Jackson Streets, using it to fill up the hollow between Washington Street and Yesler Way, and to dress the whole with cobblestones from Alki Point. At this time First Avenue was a credit to the city, the cribbing and grading having been completed.

In May the city had forty-five licensed saloons, or drinking houses, which paid into the treasury about five thousand dollars every six months. Cattle still ran at large in the streets, and early of mornings cows gathered in front of vegetable shops and "mooed" for breakfast. It was claimed that several experienced cows would climb stairs, unhinge gates and do other damaging and startling things in the still hours of the night. Horses were almost as damaging while looking the owner of a ruined garden innocently in the face.

In 1877 Ordinance No. 138 made important changes in Ordinance No. 110, which established the grades of the city streets, although the base of datum still continued to be 8.855 feet below the level of the top of the lower granite step, in the doorway of Dexter Horton & Company's bank building on First Avenue South at the Washington Street corner.

During the winter of 1877-8 a large number of dwelling-houses were erected along the line of the Seattle Coal & Transportation Company to Lake Union. Property there advanced materially owing to the superiority of the building sites. At the same time there was a notable advance at the south end due to the completion of the same railroad to the coal mines. In March, 1878, five or six families lived in the Lawton settlement, on the Lake Washington road, about one mile east of town. Mr. Lawton was the nurseryman. Mr. Yesler at this time cleared four acres adjoining the nursery for a market garden. John J. Moss in March

sold four lots and a house, on Madison Street between Fifth and Sixth avenues, to the Sisters of Charity from Vancouver for $5,000 in gold.

Early in April, 1878, F. H. Lamb, general manager of the Western Union Telegraph Company at Portland, came to Seattle and fitted up a telephonic attachment to the lines of the telegraph, running around Elliott Bay between Seattle and Milton (West Seattle), and for the first time enabled the citizens of these two towns to converse with each other over the distance of seven or eight miles.

In March Belltown had sixty-eight dwellings, one school house, one grocery and one boarding house for the ship builders. Mr. Lockerby kept the grocery; Mr. Lake was building a steamer there.

On June 27, 1878, Stevens Post No. 1 G. A. R. was mustered in here by Dr. F. W. Sparling, commander of this department. George D. Hill was elected past commander; George W. Tibbetts, senior vice; H. C. Thompson, junior vice; A. Slorah, adjutant; A. A. Manning, quartermaster.

In June Ossian J. Carr became postmaster, vice T. W. Prosch, who had resigned. Mr. Carr had been deputy for some time and was well qualified to fill the position.

Seattle was the only town in the county in January, 1879. There were here then eighteen stores of all descriptions; the population of the town had doubled within the last eighteen months.

The hotels in May were American House, Yesler Way, E. C. Eversham; Oriental Hotel, Second Avenue, N. Louis; Occidental Hotel, John Collins & Company; New England Hotel, First Avenue South and Main, L. C. Harmon. By May a town of nearly fifty houses and about two hundred people had grown up on the shores of Lake Union.

In July a barrel factory, chair factory, new sawmill, furniture factory, wharf and business blocks by Colman, and Squire's Opera House were going up. In September the Edison phonograph was exhibited and used here for the first time by James H. Guild. A charge of twenty-five cents was made to hear it in Yesler Hall.

In the fall John W. Cazard, who had a record in the "Clipper" of running 125 yards in 12½ seconds, came here and under the name of Johnson defeated the crack runners of this city, and won all their money without being found out until it was too late. He came here from Olympia, where he had beaten all the local sprinters, and from here he went to Victoria and under the name of Carr defeated the best sprinters of that city. He went the rounds of the West and made large winnings before his identity was discovered.

Late in November Charles Riley of this city and C. McKenny from abroad played a billiard match at the Office Saloon, with Riley winner 500 points up.

In May the comic opera of Pinafore was presented at the Pavilion. Many people came from other cities of the Sound to hear and see the new production.

The first bicycle here was brought from San Francisco in the fall of 1879, by Mr. Pumphrey for Mr. Lipsky's boy; it attracted much attention.

Harmony Lodge No. 5, Knights of Pythias, was instituted here June 30, 1879, by James Wilkins, grand deputy, with the following officers: E. M. Robbins, P. C.; H. A. Bigelow, C. C.; O. O. Denny, V. C.; W. E. Wilson, P.; G. B. Reynolds, K. of R.; F. A. Young, M. of F.; J. W. Hunt, M. of E.; J. H.

Waugh, M. of A.; C. Hanford, I. G.; C. Crater, O. G. The lodge started with a membership of seventeen.

On July 26, 1879, in one hour, a fire destroyed here a score of business houses, ruined as many more and swept away property estimated to be worth $150,000. It originated in the American House, and although the alarm was quickly sounded and responded to, the start was so quick that the fire company could not stop it, though at first the engine did good service and continued until the hose became defective. Among the heaviest losses were J. M. Colman's sawmill, Crawford & Harrington's business house, Schwabacher Bros. & Company's establishment and H. L. Yesler buildings. The scow Schwabacher was destroyed. The steamer Addie aided much in checking the fire. The crew of the ship Eldorado aided the citizens and firemen; so did the crew of the Modoc. By the middle of September seven new buildings had been erected in the burned district and the eighth was under way. The ashes were scarcely cold before Mr. Colman had begun on his new sawmill. Colonel Squire in August let the contract for his opera house to Isaac Bigelow; the building was located on the east side First Avenue South between Washington and Main. Its dimensions were 78x90 feet and three stories high. The opera room proper was 48x90 feet, with a seating capacity of 750 persons. Arthur Doyle was the architect. It was completed in December.

The following vessels were owned here in June, 1879: Steamers: Addie, by J. C. Britain; Cassiar, by A. H. Lane; Comet, by G. A. Cushman; Fannie, by J. S. Hill; Gem, by G. W. Cove; Hyak, by W. S. Lawrence; Josephine, by Julius Smith; Nellie, by Benj. Smith; Zephyr, by Irving Ballard. Schooners: Black Diamond, by J. T. Leahy; C. C. Perkins, by A. Houtaling.

Little or no grain was shipped from here before 1875; a small quantity was sent out that year. It increased until in 1878 and 1879 there was enough to load several small ocean-going craft.

In December, 1879, the Star Flouring Mill was running eighteen hours a day; its capacity was about thirty barrels in twelve hours. Wheat was brought here by vessel from Portland. Jones & McComb owned the mill.

The first money order issued from the Seattle office was dated October 11, 1871. In 1872 the whole number issued was 872; in 1879 there were issued 14,339. About three years after 1871 Seattle was made a foreign money order office.

On December 20, 1879, twenty-two gentlemen met at the office of S. F. Coombs and perfected the temporary organization of the Seattle Chess Club. They were C. K. Jenner, G. A. Taylor, O. J. Carr, H. G. Thornton, L. B. Andrews, A. W. Piper, Griffith Davies, W. B. Hall, L. McRedmond, G. Alvord, H. W. Hendricks, H. A. Bigelow, I. Parker, B. F. Briggs, D. T. Wheeler, S. F. Coombs, J. A. Wirth, J. Freygary, S. L. Watkins, A. J. Anderson, G. L. Hatch and Alfred Snyder. The following officers were elected: L. B. Andrews, president; G. Davies, secretary; G. L. Hatch, treasurer; and H. G. Thornton, C. K. Jenner and I. Parker, committee on organization.

By January 6, 1880, the snow had fallen to the depth of about two feet, though a thaw had reduced the quantity to about six inches. Snow plows were used on the railroads and the trains thus far arrived on time. It snowed steadily on Monday, the 5th, and all day Tuesday. After the thaw the depth in different

parts of the city varied from twelve to twenty-one inches. Two-horse sleds made their appearance on the streets to the great glee of all. In the bay the snow did not melt as fast as it fell but accumulated in patches over which the gulls walked. It continued to snow all day the seventh and by night it lay four feet deep on the level and the end was not yet. Everybody was surprised at the phenomenon. Men and boys were in great demand to shovel snow from the roofs. One dollar an hour was paid for this service. The Pavilion and the Seattle market building were in danger of wreckage and were braced. Dozens of buildings were given similar attention. It continued to snow on the eighth, but in desultory fashion. Many barns, shops, stables, awnings, etc., collapsed in spite of the precautions. It was claimed that if there had been no thawing, no settling and no packing, the depth of the snow by the night of the eighth would have been six feet. As it was four feet was the average over the city. After the first surprise and delight was over, people wanted it to go quickly as it had come, wanted no more heavy snows nearer the Cascades or Olympics. On the ninth, fully eight inches more fell, but about the same amount went off in a thaw. The council appropriated $100 for opening the streets. About the tenth, one inch fell. A man from Salmon Bay appeared on the streets in real snow shoes and got over the ground or snow twice as fast as the ordinary pedestrian could. As soon as a path was broken sleigh rides and coasting were the order of the day. A large street snow plow drawn by six horses and driven by Fred Minnick was brought into use. With it a road was opened to Lake Union. The schools were closed for about a week and only opened for those who would not miss. More snow fell on the eleventh, but then came a steady rain that rapidly melted it. Phelps & Wadleigh lost several cattle on the Duwamish by the sheds falling in on them. By the sixteenth the snow had nearly all disappeared. All schools reopened on the nineteenth.

On November 11, 1881, Lawson Consistory No. 1, Washington territory of this city was perfected. The proceedings were conducted by J. R. Hayden, S. D. I. G. of the Supreme Council, assisted by J. S. Lawson and the following grand officers: T. M. Reed, first lieutenant commander; W. M. McMicken, S. L. C.; Francis Tarbell, chancellor; R. G. O'Brien, marshal; J. T. Jordan, captain of the guard; Gardner Kellogg, almoner; L. S. McClure, registrar, Gardner Kellogg, treasurer; Rev. J. F. Damon, prelate; J. F. T. Mitchell, expert; L. R. Jackson, assistant expert; W. D. Scott, steward; N. S. Porter, assistant expert; L. R. Sohns, organist. The consistory then proceeded to install the following officers: Rev. John Damon, G. C. C.; A. J. Anderson, F. L. C.; L. R. Sohns, S. L. C.; E. P. Ferry, chancellor; Jesse W. George, minister of state; Samuel Kenny, almoner; Hillory Butler, treasurer; J. R. Thompson, prelate; O. C. Shorey, marshal; E. S. Ingraham, expert; N. W. Moore, tyler.

Early in January, 1882, the body of S. L. Maxwell was found floating in the bay close to Yesler's wharf. Mr. Maxwell disappeared several weeks before and while it was thought he had been drowned, no positive proof or knowledge of the fact was received until his remains were discovered. He came to Seattle in 1867, and soon after began the publication of the Intelligencer. A little later he sold out to David Higgins and went to California, where he remained some time, but finally returned to Seattle and continued to live here until his death.

In January, 1882, Louis V. Wyckoff, sheriff, died in this city. He came

to Seattle in 1851 and continued to reside in King County until his death. He was favorably known to every person in the county. He was prominent in public movements tending to the benefit of the community. At his death a meeting of the bar was called at the office of Jacobs and Jenner to pass resolutions suitable to his memory. J. J. McGilvra was called to the chair and stated the object of the meeting. Charles F. Munday served as secretary. Upon motion of Judge Jacobs, a committee of three was appointed upon resolutions, as follows: Judge Jacobs, C. H. Hanford and James McNaught. His death was believed to have been hastened by the excitement attending the recent lynching of three desperadoes.

Late in January, 1882, Toklas & Singerman entered into a contract with the guardian of the Hinds' estate, Mrs. Captain Marshall, by which they agreed to furnish $10,000 for the erection of a brick building on the property opposite the bank on First Avenue South, and were to occupy the building at a fixed rental. The structure was planned to be 60 by 100 and to be built substantially of brick. Other brick buildings were contemplated at this time.

On March 20, 1882, at 3.30 in the afternoon the Gospel ship Evangel was launched from the Hammond Ship Yard, in the presence of a large assemblage. On board the vessel were Judge Greene, Rev. W. S. Harrington and Rev. J. P. Ludlow and many others. The Baptist choir sang appropriate songs in beautiful style. On board the ship gospel bells were sounded while the choir sang, "Dare to be a Daniel," and "Gospel Bells." An open Bible was lashed across the bows of the vessel and as the craft glided into the water, Clara Ludlow took from a Bible a large number of leaves, filled with Bible quotations, and threw them broadcast upon the air, instead of breaking on the bows the usual bottle of champagne. At the same time the young lady named the gospel ship the "Evangel" and a flag bearing the name was unfurled to the breeze. Judge Greene offered prayer and the choir sang "Pull for the Shore," and "Hold the Fort," and the launching was then an accomplished fact.

In April, 1882, the new court house was rapidly nearing completion. The woodwork, including the windows and doors were completed about the middle of the month and the first coat of plaster was put on. The architect was Mr. Shepard.

In the spring of 1882 the large shingle mill of Burritt & Jones, located near Seneca Street, immediately north of the Bluff Flouring Mill, was completed and in operation. It had a sixteen horsepower engine and its cutting capacity was from thirty-five thousand to forty thousand shingles per day. At this time the barrel factory in North Seattle was being completed. When in full operation this establishment alone employed eighty white men. Chinese were barred.

In April, 1882, Stevens Post No. 1, G. A. R. had a membership of sixty-eight and was in a flourishing condition. Among its members were men who had fought in almost every battle of the Civil war and had been confined in every rebel prison. On April 25th this post held a reunion in this city on which occasion there was a large attendance of old soldiers from all portions of the territory. A foraging committee supplied the camp fare of coffee, doughnuts and sandwiches. The reunion was held in their new hall in the Reinig Block. Addresses were delivered by R. Osborn, Roswell Scott, J. M. Kollock, George

D. Hill and Mr. Mills. Many told thrilling reminiscences of their experiences in field and camp. Preparations for the future observance of Decoration Day were made.

The Improvement Company, in April, 1882, began the construction of the large dock and warehouse near Captain Marshall's wharf and the new coal wharf. They immediately began driving piles and planned to give the dock a water frontage of 240 feet. All the piles were coppered. Plans for the erection on this dock of a large warehouse, 420 by 220 feet, were made and immediately put into execution. It was announced at this time that Seattle would be the terminus of the Transcontinental Railroad.

The following is a list of Seattle's wealthy firms and citizens early in May, 1882. Those over $100,000: H. L. Yesler, $250,850; Oregon Improvement Company, $139,059; A. A. Denny, $131,875; W. C. Squire, $105,285. Those over $50,000 were: Terry Estate, $96,595; Horton & Company, $89,545; W. N. Bell, $74,655; Schwabacher Bros. & Company, $70,170; Jas. McNaught, $66,150; John Collins, $61,060; Jas. Colman, $51,150. Those over $20,000 were: Cyrus Walker, $49,950; Sarah J. Plummer, $46,200; Frauenthal Bros., $42,250; John Leary, $39,690; Dexter Horton, $37,900; Thos. Clancy, $32,800; Bailey Gatzert, $32,275; Sarah Renton, $30,796; Hinds heirs, $28,600; S. G. L. Company, $28,200; J. McKinley, $27,800; A. C. Anderson, $26,975; D. B. Jackson, $25,325; Geo. Kinnear, $24,530; Stetson & Post, $23,500; Harrington & Smith, $22,400; Sarah B. Yesler, $21,600; Mattulath Manufacturing Company, $21,450; Thos. Devore, $21,500; Mrs. L. C. Harmon, $20,840; P. H. Lewis, $20,575; Geo. Frye, $20,385; Hugh McAleer, $20,100.

The young men of Seattle in the spring of 1882 formed several organizations for their mutual benefit. There had been formed previously a society called the Young Naturalists, who had made a fine collection of birds, beasts, fishes, fossils and minerals, and from time to time made expeditions to different parts of the Sound country to secure other specimens and make observations in nature. Among the society were the following: Charles Denny, Walter A. Hall, L. Jacobs, George Judson, C. White. Accompanied by Professor Gilman, these gentlemen chartered the sloop Olympia late in May, 1882, and started on a geological excursion down the Sound. They went provided with a camping outfit, provisions, blankets, etc., and were prepared to be absent about twelve days.

In May, 1882, the Lake Union Lumber & Manufacturing Company was in full operation at the lower end of Lake Union. Members of this company were J. M. Chambers, L. N. Robbins, Thomas Hood, Nicholas Davidson, I. A. Palmer, and Attorney W. H. White. The capital stock was $20,000. L. S. Cloud was machinist and builder. The capacity of the mill was 15,000 feet per day.

In June a twelve horse-power self-propelling engine for a steam threshing machine arrived at the wharf from the J. C. Case Company, of Wisconsin. It was consigned to R. E. Whitney of La Conner. At this time there were used in the vicinity of that town not less than eighteen or twenty steam threshing machines.

In June, 1882, the machinery for the Seattle Ice Factory reached this city. It came from the East by way of San Francisco. Upon the arrival of the

machinery the building in which it was placed was ready and late in June the new industry began operations.

In the summer of 1882 John McAllister began the manufacture of brick about four miles southwest of Seattle. He planned to manufacture about four hundred thousand brick per month and started a kiln with a capacity of 100,000 brick and a little later began another containing 200,000. He had a contract for delivering to the builders of Seattle during 1882 a total of 700,000 brick. At this time his production was being used in the erection of the Marshall Block on First Avenue South. He had a bank of clay twenty feet deep and extending well back into the bluff and had at work about twenty men. Every building in Seattle was being constructed of his product at this time.

The new Yesler-Leary brick building at First Avenue and Yesler Way was erected in the fall of 1882. It had a frontage of 108 feet on First Avenue and fourteen feet on James Street, and seventy-three feet on Yesler Way. The basement was about twelve feet high and had three entrances. The building was planned to cost from thirty-five to forty thousand dollars and was the largest, most pretentious and most expensive building thus far projected in this city.

In 1882 the Oregon Improvement Company found its wharf at the foot of Main Street inadequate for its rapidly expanding business and at once built a new wharf 600 feet long from the water line at the foot of Main and Jackson Street. Two driveways, each thirty feet wide, were built from the foot of those streets to the wharf. Their main warehouse was 260 feet, with wings 100x40 feet. Business grew so rapidly in the spring of 1883 that a new wharf and warehouse was constructed between Main and Washington Streets, with the same length as the other, but ten feet wider. In the fall of 1883, the two new wharves and warehouses were none too large for the business of the company.

The first brick building was erected by Schwabacher Brothers & Company in 1872; the second by J. M. Colman in 1875 and the third and fourth by Wa Chong and Frauenthal Brothers in 1877. Then came brick buildings by Post, Renton & Walker, Reinig & Voss, Boyd & Pencin and the Marshall buildings in 1882, Occidental Hotel, Yesler-Leary Building, Engine House No. 1, City Hall, etc. In 1883, for the first time, all houses were numbered.

Previous to 1881 no business block was over two stories high above the basement, but in that year the Post Building, three stories high, was erected. In 1882 the Yesler-Leary three-story building was built, and in 1883 the three-story Occidental Building went up and the five-story opera house was commenced. Elevators in buildings were already talked of as a necessity in the immediate future.

The Seattle Driving Park Association was incorporated on January 12, 1883, by C. P. Stone, Robert Abrams, J. C. Grasse, H. F. Phillips, S. S. Bailey, J. F. McNaught, W A. Harrington, E. A. Turner and Geo. D. Hill. The capital stock was $10,000. Before incorporating the association secured a lease on the old race track grounds on the Duwamish.

On January 16, 1883, the boiler of the steamship Josephine exploded at Port Susan, and E. E. Cannon and Samuel Babbitt, passengers; and the captain, Robert Bailey, together with four of the crew, were drowned.

Early in 1883 the steamers Chehalis, Tacoma and Eureka were sunk; the

Gem, Grappler, Fanny Lake and Mississippi were burned—an appalling chapter of maritime accidents and calamities. The loss of life was large.

The old steamer Bolivar, after being lengthened and re-named The Victoria, went on the reef at Cape Blanco, November 28, 1883. She was on her way from Victoria to San Francisco, and was totally wrecked, but was insured for $120,000.

A spontaneous ovation was given Gen. W. T. Sherman and party upon their arrival here late in August, 1883. He had been here twice before. In his party was Justice Horace Gray, of the United States Supreme Court. Both delivered addresses.

John L. Sullivan appeared here in February, 1884, and was faced by James Lang, who undertook to stand before him for four rounds and thus earn $1,000. He was knocked out in the first round. There were sold at this entertainment 367 seats at $1.50 each, the largest sum that had been realized at an entertainment in this city. The nearest approach to it was the lecture of Henry Ward Beecher, when there were sold 392 seats at $1.25 each. The third largest was the entertainment given by Katie Putnam. The second evening Sullivan and Taylor boxed three rounds and Sullivan and the giant Maori had a final settoo.

On June 17, 1884, a telegram was received by James McNaught, attorney for the Northern Pacific Railroad Company, that a train would arrive in this city from Kalama having a party of railroad officers on board. The news was at first discredited but was soon confirmed, and as this would be the first full train to arrive the citizens hurriedly made preparations to give the visitors and the event suitable recognition. At 2.45 the train was seen approaching at the head of the bay and the roar of cannon announced to the city that Seattle was in fact the terminus of the road at last. A salute of twenty-one guns was fired and soon the train stopped at the depot, when it was at once surrounded by an enthusiastic crowd. T. F. Oakes, general superintendent; J. M. Buckley, assistant superintendent and Mr. Bullett, of the company alighted and were received by James McNaught, Chief Engineer Milner and P. Weymouth and a number of citizens. After they had partaken of a lunch, they were driven about the city, and the same evening embarked for Portland on the steamer North Pacific. Charles Darling was conductor of the first broad-gauge train thus to arrive. P. B. Church and Ben Holgate were first engineer and fireman of this engine, No. 36. This was the first passenger train to arrive in Seattle.

In July, 1884, the Seattle Reds beat the Puget Club of Port Townsend by a score of 27 to 4. The next game played was between the Reds and the Snohomish nine at the Seattle Driving Park.

In the fall of 1884 the Seattle Hop Growers' Association employed between four hundred and five hundred Indians in the hop yards at Snoqualmie Prairie. Fearing a scarcity of hop pickers on this side of the mountains, they sent word to Yakima Valley for another squad of Indians to come over and help.

On June 8, 1885, United States Senator John Sherman was banquetted at the Occidental Hotel where tables were prepared for ninety-two persons. The banquet was tendered by a citizens' committee. There were sixteen persons in the visiting party. Charles Francis Adams, grandson of John Quincy Adams, was one of them, as was also Gen. Nelson A. Miles. Sherman, Adams and Miles addressed a packed hall at Frye's Opera House. The guests were on a tour of

inspection in the western country. Governor Squire was present and welcomed the party.

The first telephone office of the Sunset Company in Seattle was in 1884 and consisted of one room, with a rather intermittent service, sort of every once in a while. It was gradually enlarged until March, 1912, when the Independent Telephone Company was absorbed. There are now eleven offices, or branch exchanges, and one long distance office at the Main office. The traffic, or operating department, employs about eight hundred, mostly girl operators. The plant or construction department under ordinary conditions employs about three hundred, which is increased to sometimes as high as 1,500 when there is extension and other work going on at many places. The Commercial Department employs about one hundred and twenty. The date is uncertain, but about 1887 the first long distance line was established between Tacoma and Seattle, the long distance to Portland did not come until later. The Pacific Tel. & Tel. Co. is a sort of leasing company, the Sunset Company is still in existence.

On the morning of February 8, 1886, J. Manning Colman, accompanied by Wilbur Patten, a young man, started from his home on the eastern shore of Mercer Island to Seattle, to give evidence in a land case in which G. H. Miller, a neighbor, was interested. Mr. Colman had to row across Lake Washington and his wife, either from habit or anxiety, stood watching him as he went on what proved to be his last trip.

On Tuesday, February 9th, Charles Anderson and Henry Madison, who lived on the south side of the lake, came to Seattle on business and incidentally overheard a man inquiring for Wilbur Patten. At the time they thought nothing of it.

On Thursday morning, February 11th, Mr. Madison stopped at the Colman home on his way to Newcastle, to invite the family to a party at his home that evening. James Colman, the oldest son, said it would be impossible for them to come, as his father had not returned from Seattle.

At dinner that evening Mr. Madison, while repeating his conversation of the morning with young Colman, remembered the fact of overhearing the man in Seattle inquiring for young Patten. A suspicion of foul play came into his mind, but he said nothing of it. However, that night he went again to the Colman home and inquired as to the time Mr. Colman had left home. The son told him his father had set out at 6.30 o'clock in the morning. Mr. Madison did not speak of his suspicion to the son, but came to town and went to Phinney's sawmill, on Lake Washington, where Mr. Colman was in the habit of leaving his boat while in Seattle. It was not there. Then he searched the hotel registers, but could not find Colman's name. He gave up the search and went home.

On Friday Mr. Madison, James Colman, Walter Wilson, Walter Roads, and Charles Anderson took boats and searched the shores of Lake Washington for Mr. Colman's boat. When two-thirds up the island they found it. It was in a small bend, evidently blown in by the wind, and in it were Mr. Colman's coat, false teeth and papers, and one oar. The seat and sides were covered with blood. Forty feet distant was the other oar and over the side hung one of the row-locks, also covered with blood. They brought the boat to Phinney's sawmill and notified the sheriff, John H. McGraw, who with a posse of men arrested G. H. Miller and his son. Miller was discharged for lack of evidence. Later

it was learned that Miller had been watching Mercer Island with a glass the morning of the murder, and he was rearrested and tried in Seattle; but the jury disagreed.

March 5th, nearly a month later, the bodies were found by Frank Dusharm, Charles Strauss and P. Graham near to an old tree that projected from the bank of Mercer Island. The search was instituted on account of a dream which Mrs. Dusharm had the night of the murder, in which she saw the tragedy enacted on the shores of a lake, but could not give the exact location. The bodies were brought to O. C. Shorey's undertaking establishment and examined. Colman had two bullet shots in his head, one in the left temple, the other in the top of the head. Patten was shot in the leg and body, the spine being severed.

After Miller's trial at Seattle, the case was taken to Port Townsend, and again the jury disagreed. Then it was tried in Kitsap County, and he was convicted; but the case was appealed to the Supreme Court, which issued an order that if the state could not produce more evidence at the next trial the case should be dismissed. At the later trial at Port Madison no evidence had been added to that on hand, and Miller was freed.

Whether Miller, who died in 1894, was guilty or innocent of the crime is still a question. His son, William, who was sent to the insane asylum at Steilacoon, after terrorizing the neighborhood for weeks, made the statement, a few months previous to his father's death, that if Governor McGraw would give him his liberty he would show the place where the gun, which his father used to shoot Colman, lay at the bottom of the lake. He also told how he and his mother camped on the trail that led from the Colman ranch to Newcastle; while his sister and father did likewise on the south end of Mercer Island, just out of sight of Mrs. Colman, who was watching her husband row across the lake. Young Miller's keepers declared he was not insane. The daughter, Josephine, committed suicide a few years before her father died.

The first motor boat here was an 18-foot naphtha launch, which arrived here from the East in the fall of 1886. So well was it liked that George Budlong built here a similar one 28 feet long and placed therein a four-horse power naphtha motor. Upon her completion in the spring of 1887 she was named "Flirt" and carried from fifteen to twenty persons, and could travel from seven to nine miles an hour. Her trial trip was made April 23d, with a select party from Colman's wharf to Smith's Cove and return, six miles in one hour.

In 1887 Seattle by a popular subscription, with its usual pluck and spirit, raised a sum sufficient to pay the freight on every bushel of wheat between Stuck Junction and this city in order to offset the restrictions of the Northern Pacific Railroad. Ex-Governor Squire alone subscribed $2,500 toward this fund and A. A. Denny added another $2,500. It was due to such facts that Seattle business men had the heart to invest more money for the expansion of their business.

Yesler's Pavilion was demolished in the spring of 1887. It was built in 1868 under the following circumstances: The Masons, that year, concluded to hold a Fourth of July celebration and ball and raise funds for the purpose, Dick Atkins being the leader of the movement. He went to Mr. Yesler and proposed to buy the necessary lumber for the pavilion, erect a temporary structure and after the celebration sell the lumber as had been the custom many times before. He said that the damage to the lumber would be about two hundred dollars.

Mr. Yesler then stated that if the committee would pay him $200 he would erect a pavilion on his vacant lot at First Avenue and Cherry Street. This proposition was at once accepted. Mr. Yesler promptly erected the Pavilion which became Yesler Hall and the ball was duly held therein, July the Fourth. At first the building was in the rough, but later Mr. Yesler sprung an arch under the roof and plastered it. This hall became famous in its time. The Rev. John Damon organized the Congregational Church there; and in it all sorts of shows exhibited. It was used for railroad mass meetings, political conventions, caucuses, polling places, agricultural fairs and church festivals—there the famous revivalist, Hammond, held forth. It was there Mrs. Duniway talked woman suffrage. Judges Denison, Jacobs and Lewis held court and Howard and Sullivan were examined before they were hung by the people for the murder of George Reynolds; lecturers held forth there—O. S. Fowler on Phrenology; Pinafore was sung and Madam Anna Bishop, Rose Eytinge, Hyers Sisters and a score of others appeared. When first erected it was only one story high, 30 by 112 feet in size. When First Avenue was graded it left the hall about ten feet above the street. In 1881 Mr. Yesler excavated underneath and built a room for a restaurant and still later excavated more for a beer hall, and about 1885, removed all the earth beneath and fitted up a room for Lowman's book store, thus making the building two stories high. At one time, the old hall returned the owner $60 per month. Mr. Yesler had to dig up trees in his orchard to make room for the hall when it was first built.

In May, 1888, the Seattle Dry Dock and Shipping Company bought $35,000 worth of machinery in the East and prepared to extend its operations greatly.

On June 30, 1888, seventeen vessels were here to load with coal for San Francisco, viz: Ships, Cyrus Wakefield, Palmyra, Frederick Billings, Ivanhoe, Prussia, James Nesmith, Margaret, Baring Brothers, Harvester, Invincible; barks Otago, Chas. B. Kenny, Germania, Gen. Fairchild; barkentine John Smith and Schooner Letitia. The total tonnage was 21,863.

On July 4, 1888, Seattle had about nineteen thousand people, 5 banks, 42 wholesale and jobbing houses, scores of retail stores; was the terminus of four railway lines, one of which was being extended to the heart of the Columbia River basin; had direct connection with the Northern Pacific and daily connection with the Canadian Pacific; 6 newspapers, 8 sawmills, 2 shipyards, 1 dry dock, 4 foundries, 1 soap factory, 1 cracker factory, 1 ice factory, 5 candy factories, 5 brick yards, 4 furniture factories, 5 carriage works, 1 tannery, 2 box factories, 2 marble works, 5 coal yards, 4 breweries, 2 grist mills, 2 creosoting works, 4 sash and door factories, and over one hundred steamboats made the city their headquarters. Already the city was the business center of the Sound, but had gained this prominence and victory only after a determined fight against bitter opposition. It had met and still met severe discrimination, but continued to gain advantages steadily against rivals, which she added to those conferred by nature and the public spirit of her citizens. During the first six months of 1888, the city built 800 dwellings and doubled its business. All this was gained squarely upon the merit and pluck of the city.

Rev. Dwight L. Moody, the evangelist, was here in November, 1888, in a series of public meetings at the First Presbyterian Church and the Armory. Immense and packed houses greeted this noted man. The Protestant churches united

to afford him every opportunity to make his wonderful power felt for the good of all in this community. As high as 2,500 persons crowded into the meetings. Services were held at the principal churches in succession and continued to grow in power and interest. Hundreds arose at every meeting in response to the calls of the evangelist.

The fishing schooner Edward E. Webster, Captain Abbott, arrived here late in April, 1889, after an absence of five months, with a catch of 80,000 pounds of halibut. The bulk was secured near Queen Charlotte's Island. The vessel quickly unloaded and prepared to go sealing. The Oscar and the Hattie were halibut fishers also.

On October 12, 1889, it was officially announced here that the Northern Pacific Railway Company had determined to place its tariffs to and from Seattle on exactly the same basis as those of Tacoma—that all discrimination against Seattle was removed, this rule to take effect October 20th. "This was what Seattle had contended for from the start and had at last won in spite of persistent opposition and bitter enmity. The news caused great rejoicing. It was a victory for a marvelous life after its enemies had decreed its decline and death. It was the grandest exhibition of the spirit that has made Seattle famous the whole country over yet seen on this continent. Thus at last, outspoken and aggressive enemies were made friends, aids and helpers in the common battle for equal opportunity, life and justice."

On June 18, 1893, the first trains over the Great Northern arrived at Seattle from the East and left Seattle for the East. Up to this time it may be said as a fact of history that Seattle had grown without railroads and in spite of railroads. With good grace and without spite or malice the city now prepared to go forward to her high destiny with the help of the railroads.

The killing of Thomas Henderson Boyd by his wife, on December 8, 1892, was one of the saddest tragedies that ever resulted from the double standard of morals for men and women. He was the editor of a well-known paper; she a courtesan of the underworld, until she met him two years previous to the murder. The tragedy was a notable sensation at that time.

The Estelle, a Victoria tug, foundered off Cape Mudge, February, 1894. Every one of the ten persons on board went down with her. In September of the same year the ship Ivanhoe, coal laden, sailed from Seattle for San Francisco with a full crew and four passengers. Nothing was ever heard from the ship or those on board. One of the passengers was Frederic J. Grant, editor and part owner of the Post-Intelligencer. He was one of the best known and most influential men in the state. He and the writer were associated in charge of the paper in 1886 prior to its purchase by L. S. J. Hunt. The steamer Monserrat was also lost about the same time and never heard from. The two carried out of Seattle more than eighty passengers, officers and crew.

Frank Hamilton, alias Thomas Blanck, shot and instantly killed Charles H. Bridwell, a bartender at Billy Codrick's Mug Saloon, on the corner of Second Avenue South and Main Street, at 10.20 o'clock P. M. Wednesday, October 3, 1894, in attempting to rob the cash drawer.

There were eight persons in the room at the time of the murder. Billy Codrick was counting the money in the drawer back of the bar. It was almost time for the bartenders to change shift, and in a few moments Charles Bridwell

would have been off duty. He was standing near Codrick, watching him as he counted the silver. He had worked for the saloon-keeper for several years. Behind the bar, and but a few feet away, stood Edward Reese, a relative of Mr. Codrick's. Other men were standing near the lower end of the bar, and in another part of the room several men were playing pool.

Suddenly the swinging doors of the Second Avenue entrance were thrown open. It attracted Codrick's attention, and looking up into the large mirror above the cash drawer he saw a man entering the saloon. In his hand was a black object which Codrick thought was a club. The man advanced into the room and to the bar. A click of a revolver's lock and rough tones gave the usual command: "Hands up!"

Every man in the room was paralyzed. Codrick was the first to recover. Collecting himself, he replied: "Yes, my hands are up. I guess you want a drink." Knowing that the man was after the money he turned from him back to the drawer and commenced handling the silver. The man with the gun immediately covered the three men back of the bar as best he could. Then he sprang on top of the bar and gave the general command of "All hands up." Spranger, at the end of the counter, made a dive for the door, but the man's gun came down on him so suddenly and with such rough words, that he quickly fell back into place.

Codrick, a man of great nerve, turned upon the desperado and looking him straight in the face said: "I know you, and there are two other men coming."

The man wavered for a moment and did not fire. Codrick heard Bridwell saying something about a revolver in the drawer. Bridwell turned to get it, when the bandit jumped from the bar, uttered an oath, and fired. The bullet struck the top of the bar, burning the wood as it went, and lodged in Bridwell's heart. The wounded man did not speak, but staggered back and fell to the floor. Codrick grabbed the revolver from the drawer but, in the time it took, the desperado had escaped through the main entrance.

Confusion ensued as the men leaving the saloon encountered the crowd coming in. Codrick stood, gun in hand, with Bridwell stretched at length on the floor. It was thought that the latter had fainted, when suddenly blood spurted from the bullet wound, and men rushed to his side. Officer Philbrick ran in and taking in the tableau, was about to cover Codrick, when the yells of the men informed him that the murderer had escaped. Philbrick had been at the corner of Second Avenue South and Washington Street when the shot was fired, and had kept the Second Avenue entrance in sight as he made his way to the saloon; he knew the man must have run down Main Street. He gave chase and Chief Rogers, Detectives Cudihee and Wells soon joined him in search of a man who would tally with the description given.

The desperado was captured the next day, Thursday, at 5.30 o'clock, by Detective Edward Cudihee and Officer John Corbett, in the Bay View House on the corner of Western Avenue and Clay Street, North Seattle. After a struggle, in which the neck of the detective was grazed by a bullet from the same gun that had taken Bridwell's life, and locked in a viselike embrace in the attempt of each to possess the gun, the murderer and Cudihee were found by Officer Corbett, who beat Blanck until he begged for his life. The capture of Blanck was due to the sagacity of the son of the proprietor of the Bay View House.

The fugitive came in late the night before and in the morning claimed to be sick. The boy's mother, Mrs. Amelia Hartley, took him food and he ate all of it. Her son remarked that he believed the man to be the same he had read about in the morning Post-Intelligencer. He notified Detective Cudihee, with the foregoing result.

The desperado gave his name as Blanck, but freely admitted it was an assumed one, refusing to tell his real name. His age he said was twenty-four, and that he was a native of New York City. At his trial he pleaded guilty, and gave a very cool account of the tragedy, claiming that he was reduced to seventy-five cents, and for that reason held up the saloon. He said he did not intend to kill anyone, and shot Bridwell because he thought Bridwell was going to shoot him. He denied having anything to do with the killing of Constable Jeffrey of Puyallup, which had occurred at Meeker a short time previous. Later, and unknown to the prisoner, Blanck was recognized by John Scott, at whose hotel Jeffrey's murderer and a boy, Fred McMurray, had eaten in Meeker, A. Boulay, a carpenter, who stood near to Jeffrey when he was shot, A. Clark, city marshal of Puyallup, and Sheriff Mathews, Pierce County. They were unanimous in their decision that "Thomas Blanck" was an alias for Frank Hamilton, the murderer of Jeffrey. Especially was the evidence of the boy, Fred McMurray, conclusive, for subsequent to escaping from a reform school he had fallen in with Hamilton and another man, and stood near when Jeffrey was shot. The boy said that Jeffrey had taken a revolver from a bundle he and Hamilton had left back of an office building, and the latter demanded it; the man made a movement as if to draw a gun, and Hamilton instantly shot him through the heart. He also shot and wounded Harry Moore, deputy sheriff, and tried to kill Edward Cudihee in their struggle at the Bay View House. The prisoner's quiet behavior, and his plea of guilty at the trial, disarmed his jailors. Aside from the two desperate attempts to escape while on the way to the court room, he was not unruly.

It proved very difficult to qualify a sufficient number of jurors to serve, but finally it was accomplished and a verdict of murder in the first degree was given in October, 1894. Blanck took it very quietly and made no resistence; but he did request a solitary cell, which was refused for fear he would attempt suicide.

On a Sunday night, March, 1895, Blanck made the most sensational escape from the King County jail that was ever planned in its history. Unassisted, and by means of a wooden revolver, colored black, he held up the night jailor, Jerry Yerbury, lassoed him with a rope which he threw through the bars while the jailor was handing some medicine to another prisoner, and, watching his every movement in a small mirror, covered him with the revolver as he obeyed Blanck's command to unlock the doors. He then bound him with the rope, and took his revolver, thirty cents, and his cream-colored Fedora hat. After putting on a coat that belonged to Knowlton, whom he did not like, he locked him, with the jailor, in one of the cells. Calling an invitation to all prisoners who wished their freedom to follow him, he made his escape from the jail. About ten of the men went with him. James Murphy, a convicted murderer, started with the others, but once outside changed his mind, and rushing into the police head-

quarters, gave the alarm to Sergeant Willard, who immediately started officers in pursuit.

Kelly and Burkman all but captured Blanck, near the south junction of the county road and the Northern Pacific tracks; but the night was dark, favoring the murderer's escape into the woods. Later, he was riddled by bullets by John Shepich of Kent, who had heard the report that the desperado was coralled in the woods near Orillia, and was coming that way. Followed by young Crow, he ran down the railroad track, where he encountered Blanck. The latter fired, striking Shepich in the wrist. The ball glanced, hit Shepich's collar bone, which it broke, and lodged in his neck. Without a second's delay Shepich returned fire, the bullet hitting Blanck in the right arm, and passing through it and into the right breast, where it exploded. Blanck managed to pass him and shot again, but missed him. Shepich continued firing, while Blanck retreated down the tracks, protecting himself as best he could with the roll of blankets which he carried on his back. After the fourth shot he ran down the incline and hid behind a brush pile. From here he called to Shepich that he would give up. He threw away his gun, rose to his feet, took a few steps and fell dead. Shepich received two-thirds of the $500 reward, and young Crow the other one-third.

The devastating fires that swept Washington and Oregon during September, 1902, are said to have been due to the carelessness of new settlers, who were clearing the land. Dense clouds of smoke hung over the Pacific Coast from the Cascades to forty miles out to sea. Tacoma, Portland and Olympia were shrouded in the blackness of night, and Seattle was wrapped in a thick, gray blanket of smoke. Many lives were lost as the fire crept steadily on, growing in volume as it went. Hundreds of people were made homeless, farms and ranches were destroyed, lumber mills were burned, trains stopped, ships lost their bearings, and thousands of dollars worth of property went to feed the flames. In many towns on the coast day did not break, but night was continued through the day by the black smoke from the forest fires. The falling timber roared like distant cannon.

Portland was the city in most imminent danger, for the fires raged the worst in Oregon. The conflagration started near Silver Star Mountain, thirty miles northeast of Vancouver, and spread west to the Bell Mountain country, and south and east to the Upper Washougal River country. Many small towns in Oregon and Southern Washington were entirely destroyed, and others were saved only by all-night fight with the fires, men and women joining forces. Bridges were attacked, telephonic and telegraphic communication was cut off, street cars were compelled to stop running on account of the extra power needed to light the towns and cities. Finally after laying low the hopes and maintenance of thousands of people the fire was held in check by the efforts of the fire-fighters, and the fact that the wind, which had been blowing steadily, stopped entirely.

In May, 1870, the Seattle Jockey Club was duly organized and the following officers were elected: F. A. Dyer, president; C. C. Perkins, secretary; E. Thorndike, treasurer. The club adopted necessary rules and regulations and arranged its first program for a series of races on the Fourth of July of that year. The names of C. P. Stone, Robert Abrams, J. C. Grasse, H. F. Phillips, S. S. Bailey, J. F. McNaught, W. A. Harrington, E. A. Turner, George D. Hill, John Pinnell, George Coggan, and Jack Cosgrove appear frequently in the notices of track

events. The club secured a large tract of level land on the prairie where Georgetown now stands, enclosed it with a regulation high fence, laid out a good track and erected a commodious grandstand. During the '70s and '80s both trotting and running races were run there and horsemen brought animals from east of the mountains and from Oregon to take part in the meetings. Purses as high as $1,000 for a single event were offered.

Until professional ball made its appearance in Seattle about 1890 all baseball enthusiasts took great interest in the amateur clubs and the rivalry among the latter was often intense. Newcastle kept a strong nine in the field, as did Renton, and the nines in Seattle from year to year played games with them; also with teams from Snohomish, Port Townsend, Victoria, Olympia, Port Gamble, etc. Among the players were George D. Snow, Ed Reynolds, George Rudge, Sam L. Crawford, Frank Treen, Charles W. Young, J. Wilson, Van Wyckoff, Hiram Jacobs, Ed Burwell, W. R. Thornell, W. Kenny, James Fairbairn, Fletcher Coulter, O. H. Blackmar, Robert E. Stevens, Will A. Dickey, J. Warren and George Starratt. Many of the games were played on the grounds connected with the race course now covered by Georgetown. It is doubtful if there was another level piece of ground clear of stumps then in the town of Seattle large enough for a ball game.

The second manufacturing enterprise to locate on Salmon Bay, later Ballard, was the "Seattle Timber Preserving Company," organized in November, 1888, by O. J. Carr, L. S. Rowe, C. P. Stone, C. B. Bagley, Angus Mackintosh, W. J. Jennings, F. H. Whitworth and W. R. Thornell. The company bought a large tract of land on the north side of the bay and erected on it a large building In it was installed a large steam plant and long vats, in which were to be immersed long piles from which the bark had been peeled. This was to give them a coating of a mixture that was guaranteed to withstand the attacks of the teredo. The steam would not melt the mixture and if it would have done so the coating would have soon peeled off. The company invested $10,000 or more in the scheme and lost it all, as it deserved to do for giving credence to the preposterous representations of its promoter.

The Naval Reserve Association was organized here in 1891 by J. T. Hatfield, Will H. Parry, George J. Stoneman, Herman Chapin, E. A. Strout, George E. Kittinger and W. H. Gorham.

In 1898-9 the big warehouse and elevator of the Great Northern Railroad was built at Smith's Cove. There immense ocean vessels could draw up and take on large loads of lumber, etc. The capacity of the grain elevator was 150,000 bushels. In March, 1899, the ship Marion Chilcott was chartered by the United States to load up at Seattle with supplies for Manila.

In December, 1904, the big steamship Minnesota was received here with great ceremony. It was one of the first large vessels connected with the Great Northern Railroad under James J. Hill. The company was called the Great Northern Steamship Company.

In 1908 the fine Armory Building at Western Avenue and Lenora Street was built at a cost of $130,000.

The firm of Galbraith, Bacon & Company established itself in a modest way in Seattle in 1899 for the handling of hay, grain, cement, firebrick, etc., and in less than twenty years has grown into a representative of Seattle's big business. The

company now operates two big piers on the water front and has three other large warehouses in eastern Washington, and of hay alone it handles 30,000 tons a year, and the volume of its business in grain, lime, cement, fire-brick and miscellaneous building materials is correspondingly large.

In July, 1913, a bronze statue of heroic size of former Gov. John H. McGraw was unveiled by four of his grand children on a marble and granite pedestal at Westlake, Fifth Avenue and Stewart Street. The statue represents the former governor as standing beside a table on which rests his right hand. On his left arm is his overcoat. Appropriate inscriptions commemorative of his services as a leader and prominent citizen appears on the base. The principal speech on this occasion was delivered by Prof. E. S. Meany of the university. In 1912 a statue of Chief of Seattle, after whom this city was named, was unveiled by his great-great-granddaughter at Fifth Avenue, Cedar Street and Denny Way. The young lady was Mrs. Myrtle Laughery. The sculptor was James A. Wehn. A large crowd was present and due ceremony was observed in the unveiling of this statue.

The population of seattle in 1860 was about 150; in 1865, about 350; in 1870, by census, 1,107; in 1875, 1,512; in 1880, 3,533; in 1885, 9,786; in 1890, 43,487; in 1895, 55,000; in 1900, 80,761; in 1905, 158,932; in 1910, 237,194; estimated in 1916, 285,000.

Mr. and Mrs. Thomas W. Prosch, Miss Margaret Lenora Denny and Mrs. Harriet Foster Beecher, all Seattle pioneers, were drowned in the Duwamish River, March 30, 1915, when a heavy automobile in which they were returning from Tacoma broke through a railing of the bridge at Riverton and plunged into deep water.

The biography of Thomas W. Prosch appears elsewhere in this history.

The death of Miss Denny removed one more of the original party that landed at Alki in November, 1851. The adults are all gone excepting Mrs. Louisa Boren Denny, and of the children of that party only six are left, Mrs. Virginia Bell Hall, Mrs. Olive Bell Stearns, Mrs. Louisa Denny Frye, Mrs. Mary Low Sinclair, Alonzo Low and Rolland H. Denny.

Miss Denny was born in Abingdon, Ill., August 14, 1847, and after arriving in Seattle spent all her life here, excepting four years in Olympia, from 1861 to 1865, when her father was register of the United States land office there under appointment from President Lincoln, returning to Seattle when her father was elected territorial delegate to Congress.

She took an active part in the affairs of the State Historical Society and gave largely, although unobtrusively, of her time and means to the cause of charity. She was a trustee of the Pulmonary Hospital at Riverton and had financed the institution since its foundation by her aunt, Sarah Loretta Denny. She was a vice president of the Young Women's Christian Association and a consistent worker for the good of the institution.

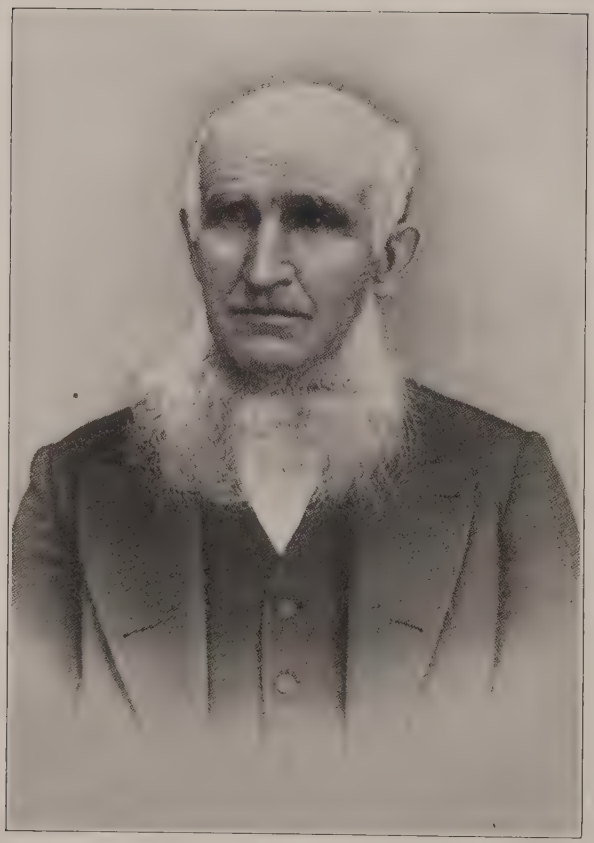
During her later years she gave liberally to worthy institutions in Seattle and elsewhere and in her will many additional beneficiaries were disclosed.

Mrs. Harriet Foster Beecher was well known all along the Pacific Coast as a writer, musician and particularly as an artist. Of late years she had been engaged

ONE OF SEATTLE'S MANY PLAY GROUNDS. BALL DIAMOND IN FRONT AND GYMNASIUM EQUIPMENT BACK OF IT

in painting the portraits of historical figures of the Sound country and one of these pictures, that of Ezra Meeker, noted for tracing the old Oregon trail with an ox team, was exhibited in the Washington Building at the San Francisco Exposition.

Mrs. Beecher resided for a number of years in Port Townsend before coming to Seattle to make her home. Her husband, Captain H. F. Beecher, is a well-known pilot and a son of the late Henry Ward Beecher, the famous American preacher. Her son is named for his illustrious grandfather. The following members of her family survive Mrs. Beecher: Captain Beecher, her husband; Mrs. Mary Fletcher, her mother; two daughters, Mrs. Edward Martin, of Seattle, and Mrs. H. H. Johnstone, of California; and a son, Henry Ward Beecher II, also of Seattle. Mrs. Beecher was about fifty-five years old.



THOMAS MERCER

CHAPTER XXXIX

BIOGRAPHICAL

THOMAS MERCER.

Thomas Mercer was born in Harrison county, Ohio, March 11, 1813, the eldest of a large family of children. He remained with his father until he was twenty-one, gaining a common school education and a thorough knowledge of the manufacture of woolen goods. His father was the owner of a well appointed woolen mill. The father, Aaron Mercer, was born in Virginia and was of the same family as General Mercer of Revolutionary fame. His mother, Jane Dickerson Mercer, was born in Pennsylvania of an old family of that state.

The family moved to Princeton, Illinois, in 1834, a period when buffalo were still occasionally found east of the Mississippi river, and savage Indians annoyed and harassed outlying settlements in that region. A remarkable coincidence is a matter of family tradition. Nancy Brigham, who later became Mr. Mercer's wife, and her family, were compelled to flee by night from their home near Dixon at the time of the Black Hawk war, and narrowly escaped massacre. In 1856, about twenty years later, her daughters, the youngest only eight years old, also made a midnight escape in Seattle, two thousand miles away from the scene of their mother's adventure, and they endured the terrors of the attack upon the village a few days later when the shots and shouts of hundreds of painted devils rang out in the forest on the hillside from a point near the present Union depots to another near where Madison street ends at First avenue.

In April, 1852, a train of about twenty wagons, drawn by horses, was organized at Princeton to cross the plains to Oregon. In this train were Thomas Mercer, Aaron Mercer, Dexter Horton, Daniel Bagley, William H. Shoudy, and their families. Mr. Mercer was chosen captain of the train and discharged the arduous duties of that position fearlessly and successfully. Danger and disease were on both sides of the long, dreary way, and hundreds of new made graves were often counted along the roadside in a day. But this train seemed to bear a charmed existence. Not a member of the original party died on the way, although many were seriously ill. Only one animal was lost.

As the journey was fairly at an end and western civilization had been reached at The Dalles, Oregon, Mrs. Mercer was taken ill, but managed to keep up until the Cascades were reached. There she grew rapidly worse and soon died. Several members of the expedition went to Salem and wintered there and in the early spring of 1853 Thomas Mercer and Dexter Horton came to Seattle and decided to make it their home. Mr. Horton entered immediately upon a business career, the success of which is known in California, Oregon and Washington, and Mr. Mercer settled upon a donation claim whose eastern end was the meander line of Lake Union and the western end, half way across to

the bay. Mercer street is the dividing line between his and D. T. Denny's claims, and all of these tracts were included within the city limits about 1885.

Mr. Mercer brought to Seattle one span of horses and a wagon from the outfit with which he crossed the plains and for some time all the hauling of wood and merchandise was done by him. The wagon was the first one in King county. In 1859 he went to Oregon for the summer and while there married Hester L. Ward, who lived with him nearly forty years, dying in November, 1897. During the twenty years succeeding his settlement here he worked hard in clearing the farm and carrying on dairying and farming in a small way and doing much work with his team. In 1873 portions of the farm came into demand for homes and his sales soon put him in easy circumstances and in later years made him independent, though the few years of hard times prior to his death left but a small part of the estate.

The old home on the farm that the Indians spared when other buildings in the county not protected by soldiers were burned, stood until 1900 and was then the oldest building in the county. Mr. D. T. Denny had a log cabin on his place which was not destroyed—these two alone escaped. The Indians were asked, after the war, why they did not burn Mercer's house, to which they replied, "Oh, old Mercer might want it again." Denny and Mercer had always been particularly kind to the natives and just in their dealings and the savages seem to have felt some little gratitude toward them.

In the early '40s Mr. Mercer and Rev. Daniel Bagley were co-workers in the anti-slavery cause with Owen Lovejoy, of Princeton, who was known to all men of that period in the great middle west. Later Mr. Mercer joined the republican party and was ever an ardent supporter of its men and measures. He served for ten years as probate judge of King county, and at the end of that period declined a renomination.

In early life he joined the Methodist Protestant church and ever continued a consistent member of that body. Rev. Daniel Bagley, who participated in the funeral services, was his pastor fifty-two years earlier at Princeton, Illinois, and continued to hold that relation to him in Seattle from 1860 until 1885, when he resigned his Seattle pastorate.

To Mr. Mercer belongs the honor of naming the lakes adjacent to and almost surrounding the city. At a social gathering or picnic in 1855 he made a short address and proposed the adoption of "Union" for the small lake between the bay and the large lake, and "Washington" for the other body of water. This proposition was received with favor and at once adopted. In the early days of the county and city he was always active in all public enterprises, ready alike with individual effort and with his purse, according to his ability, and no one of the city's thousands took a keener interest or greater pride than he in the development of the city's greatness, although latterly he could no longer share actively in its accomplishment. He was exceedingly anxious to see the Lake Washington canal completed between salt water and the lakes.

Thomas Mercer was born March 11, 1813; married to Nancy Brigham, January 25, 1838; died in Seattle, May 25, 1898.

Nancy Brigham was born June 6, 1816, and died at the Cascades of the Columbia, September 21, 1852.

The children of this marriage were:

Mary Jane, born January 7, 1839, died September 8, 1910; Eliza Ann, born March 30, 1841, died October 24, 1862; Susannah Mercer, born September 30, 1843; Alice, born October 26, 1848.

Thomas Mercer was married to Hester L. Ward in Oregon in 1859. No children.

Mary Jane was married to Henry G. Parsons, March 11, 1857.

Their children were: Flora A., born December 21, 1857; Ella, born February 15, 1860, died January 23, 1899; William M., born October 27, 1862, died August 4, 1897; Alice E., born April 4, 1865; Annie V., born May 21, 1867; Lela M., born February 4, 1870.

Ella Parsons married David Fleetwood, December 25, 1880.

Their children were: David Lee, born October 13, 1881; Carrie E., born September 17, 1883; Lyman G., born April 25, 1887; Olive P., born October 18, 1891; Edith E., born December 1, 1893.

Alice Parsons married Thomas T. Parker, August 4, 1897.

Their children were: Lester L., born May 23, 1900; Lawrence I., born July 8, 1902.

Lela Parsons married Del M. Kagy, June 30, 1893.

Their children are: Lloyd Parsons, born July 3, 1894; Orville L., born June 15, 1896; Howard R., born March 14, 1904.

Eliza Ann Mercer married Walter Graham in Seattle in 1857.

Their children were: William T., born February 1, 1858; George R., born September 20, 1860.

Susannah Mercer married David Graham in Seattle, May 23, 1861. No children.

Alice Mercer married Clarence B. Bagley, December 24, 1865.

Their children were Rena, Myrta, Ethel W., Alice Claire and Cecil Clarence.

FREDERICK HARRISON WHITWORTH.

Frederick Harrison Whitworth, a civil and mining engineer, now a resident of Washington, his professional operations having largely been confined to this state and to Alaska, was born March 25, 1846, in New Albany, Indiana. His father, the Rev. George F. Whitworth, D. D., was a native of Boston, England, born in 1816, and in 1832 he came to the new world. He wedded Mary Elizabeth Thomson, who was born in Kentucky in 1818 and was of Scotch-Irish parentage. After living in the middle west for some years the parents came with their family to Washington, crossing the plains in 1853 and settling first at Olympia, where they resided until 1865, and later at Seattle.

Liberal educational advantages were accorded Frederick H. Whitworth, who attended the University of California, from which he was graduated in 1871 with the Bachelor of Arts degree, while in 1872 the Master of Arts degree was conferred upon him. Having qualified by a thorough college training for the profession of civil and mining engineering, he entered actively upon his chosen life work and has been connected with various important engineering projects both in Washington and Alaska leading to the development of the natural re-

sources of the country. He has been particularly active as an engineer in connection with coal-mining and railroad interests and the importance of the work which he has executed places him in a conspicuous and honored position among the representatives of the profession in the northwest.

In 1881, in Seattle, Mr. Whitworth was married to Miss Ada Jane Storey and they have a son, Frederick Harrison Whitworth, Jr., who wedded Laura Jane Matthews. Mr. and Mrs. Whitworth hold membership in the First Presbyterian church of Seattle. His political faith is that of the republican party, but the honors and emoluments of office have had no attraction for him, his energies and interests being concentrated upon his profession. He is not remiss in the duties of citizenship, however, finding time and opportunity to aid in furthering many plans for the public good which have had a direct and important bearing upon the welfare and upbuilding of city and state along material, political and moral lines.

DAVID THOMAS DENNY.

David Thomas Denny was the first of the name to set foot on Puget Sound, landing at Duwamish Head on the 25th of September, 1851. As one of the early residents of Seattle he exercised a determining influence on the development of the city and the northwest along many diverse lines of endeavor. He was a conspicuous figure not only in commercial, financial and political circles but also in the work of the church and in movements seeking the promotion of the artistic and cultured interests of the city. He was a member of a family of which representatives for generations had been influential and respected in their communities and he manifested those intellectual and moral qualities which combine to form the highest type of manhood.

Mr. Denny was born on the 17th of March, 1832, in Putnam county, Indiana, a son of John and Sally (Wilson) Denny. The ancestry has been traced back to representatives of the name who emigrated from England to Scotland and thence to Ireland, whence David and Margaret Denny, the American progenitors of the family, crossed the Atlantic early in the eighteenth century and settled in Berks county, Pennsylvania. Their son, Robert, who was born in 1753, married Miss Rachel Thomas, and they were the parents of John, the father of our subject, who was born May 4, 1793, near Lexington, Kentucky. He fought in the War of 1812 and was a pioneer of Indiana, Illinois and Oregon. He served in the Illinois state legislature and was personally acquainted with Lincoln, Yates and Trumbull. He was an orator of unusual power and was active in a number of reform movements which in that day were unpopular, working in behalf of the abolition of slavery, the prohibition cause and woman's suffrage. In 1851 he served as captain of a company of emigrants which crossed the plains to Oregon. The mother of our subject passed away in 1841, when he was but nine years of age, and throughout his life he carried with him the memory of her affection and Christian character. His father married again, choosing Sarah (Latimer) Boren, the widow of Richard Freeman Boren, a Baptist preacher, for his second wife. She was a woman of many noble qualities and performed the many duties

DAVID T. DENNY

that fell to the lot of the pioneer wives and mothers. Through a long widowhood she had reared and educated her children, living on her own land in Illinois and with her own hands spun and wove excellent linen and woolen cloth which was used in making clothing for the family. Very full genealogical tables of the Denny family may be found in "Genealogica et Heraldica" and in "The Denny Family in England and America."

David T. Denny received only the usual educational advantages of the boy reared on the western frontier but throughout life he never ceased to study men and affairs and as he had a keen and vigorous mind he became not only possessed of great stores of knowledge which he had attained at first hand, but also of much practical wisdom and of deep understanding of the motives of human conduct. He found excellent training in solving the diverse and exacting problems that arose in the development of civilization in the northwest, a development to which he contributed much. When a youth of seventeen years he clerked in a village store in Knoxville, Illinois, and when nineteen years of age he joined his father's company, driving a four-horse team across the plains to Oregon. He found his first remunerative employment on Puget Sound in cutting timber for export and later took up diversified farming and cattle raising on a donation claim. He also cultivated a rich valley farm, known as the Collins' farm, on the Dumawish river, in the '60s and '70s. During the latter decade he began to acquire wild lands, realizing something of the marvelous future of the northwest. As the years passed his interests multiplied and grew in importance until he was recognized as one of the foremost men in the city. He platted seven additions to Seattle; was interested in an important sawmill; built and equipped the electric road to Ravenna Park; was heavily interested in electric and cable street railways and was president of the consolidated system; was a large stockholder in a number of banks; was president of the water company and was also chief executive of several large mining companies and of other corporations.

He was also a leader in public affairs and in the early '60s served as county treasurer, while he also held the offices of probate judge and of county commissioner. He served on the city council, was trustee of the town of Seattle in 1872, was for twelve years school director of district No. 1 of Seattle, and was a regent of the Territorial University. During his early manhood he supported the republican party but as he became more and more impressed with the fact that many great evils can be traced to the liquor traffic as an underlying cause he became correspondingly more interested in the work of the prohibition party and during the later years of his life supported it at the polls. In 1867 he became a charter member of the first lodge of the Independent Order of Good Templars organized in Seattle and in the same year he was elected its chaplain. He was a pioneer advocate of woman's suffrage, having used his influence to secure the granting of equal political rights from the year 1881 until his demise. During the Civil war he was ardent in his support of the Union cause and was a member of the famous Union League.

The principles which guided his conduct in his relations with his fellowmen were those of the Methodist Episcopal church, and his religious faith was the source of the moral power which made his life such a marked force for good in his city. From 1860 to 1886 he was a member of the First Methodist Episcopal church and subsequently held membership in the Battery Methodist Episcopal

church and the Trinity Methodist Episcopal church of Seattle. He contributed generously to the various lines of church work and also gave freely of his time when, as was often the case, his advice was sought on some important question concerning church affairs. He was not only a tower of strength to the church to which he belonged but was influential in the state and national organizations and served as a delegate to the general conference in 1888 and also in 1892.

During the early years of his residence in the northwest there were not only the hardships and privations of pioneer life to be endured but its dangers were also encountered. In 1855 and 1856 there was serious Indian trouble and Mr. Denny performed his share of the task of protecting the white settlements from the attacks of the red men. He was a member of Company C of the volunteer army raised for defense and was stationed with his command about a mile from Seattle when Lieutenant Slaughter and several of his men were killed by the Indians. Later, on the 26th of January, 1856, when the red men attacked the town, he stood guard at the door of Fort Decatur and throughout the whole of that troublous time he proved himself a man of intrepid courage. During that period in the northwest each family had to largely depend upon its own resources and his skill as a marksman proved of great practical value as it meant that the family would be supplied with plenty of food, as game of all kinds, including bear, deer and grouse, was plentiful. Throughout his life he retained his love for the outdoor world and found much needed recreation in hunting, fishing and exploring. It was he who killed the last antlered elk shot in the vicinity of Seattle.

Mr. Denny was married on the 23d of January, 1853, in the cabin of A. A. Denny, on Elliott bay, to Miss Louisa Boren, a daughter of Richard Freeman and Sarah Boren. She was born in White county, Illinois, on the 1st of June, 1827, and in 1851 crossed the plains to Oregon territory, reaching Alki Point on the 13th of November, that year. She was well educated and before her marriage followed the profession of teaching. She proved a true helpmate, working side by side with her husband with hand, heart and brain and assisting him materially by her energy and thrift in building up a considerable fortune. As a mother she was most devoted and gave of herself unsparingly in the rearing and educating of her children. Although her first interest was always in her home she found time to do much toward bringing about many needed reforms in her community and was a stanch and effective advocate of the prohibition cause and the cause of woman's suffrage. In her church she was an active worker and all who came in contact with her testified to the sincerity of her Christianity, which found constant expression in her daily life. She possessed the energy that made her thoughts deeds and gave her ideals expression in action.

To Mr. and Mrs. Denny were born eight children, as follows: Emily Inez; Madge Decatur, who was born in Fort Decatur on the 16th of March, 1856; Abbie L., the wife of Edward L. Lindsey; John B., who married Carrie V. Palmer and following her demise was united in marriage to C. Zeo Crysler; Anna L.; D. Thomas, who married Nellie E. Graham; Jonathan, twin to D. Thomas, who died on the day of his birth; and Victor W. S., who married Lillie J. Frankland.

Although intensely practical and a leader in commercial, industrial and financial circles, Mr. Denny appreciated and thoroughly enjoyed art, poetry, music and

oratory and did all in his power to further the development of the city along those lines. He recognized that the law of life is change and progress and as the frontier settlement gradually became a metropolitan city he adapted his plans to the new conditions and retained his position of leadership. As the years passed he grew in the power of insight, of prompt and wise decision and of achievement. Although he took justifiable pride in his material success and in the honor which was accorded him because of his acknowledged ability he perhaps prized even more highly his reputation for the strictest honesty and integrity. His sobriquet was "Honest Dave," which indicates much of the confidence and the warm regard in which he was held by those who were associated with him. Although his work is done his influence is still potent and his place in the history of Seattle is assured.

David Thomas Denny was born March 17, 1832, in Illinois; died November 25, 1903, in Seattle.

Louisa Boren was born June 1, 1827. They were married in Seattle, January 23, 1853.

The following is a list of their children, all born in Seattle:

Emily Inez, December 23, 1853; Madge D., born March 16, 1856; died January 17, 1889; Abbie L., born August 28, 1858; John B., born January 30, 1862; died June 25, 1913; Anna L., born November 26, 1864; died May 5, 1888; D. Thomas and Jonathan, May 6, 1867; Jonathan died May 6, 1867; Victor W. S. Denny, August 9, 1869.

Abbie L. Denny and Edward L. Lindsley were married in Seattle, May 3, 1877. Their children were all born in Seattle:

Lawrence D. Lindsley, Mabel M. Lindsley, Winola Lindsley, Irene Lindsley, Norman David Lindsley.

John B. Denny and Carrie V. Palmer were married in Seattle, January 13, 1887. Their children were all born in Seattle.

E. Harold, September 11, 1887; Anne L., born July 13, 1890.

John B. Denny and C. M. Crysler were also married.

Helen T., born December 9, 1894, was the only child of this marriage.

D. Thomas Denny and Nellie E. Graham were married in 1893. Their children were all born in Seattle:

Louisa I., November 19, 1894; W. Claude, August 6, 1897; D. Thomas, Jr., March 5, 1898.

Victor Winfield Scott Denny and Lillie J. Frankland were married in Seattle in August, 1894. Their children were all born in Seattle:

Madge Decatur, October 18, 1895; Elizabeth Crocker, December 25, 1896; Victor W. S., Jr., February 5, 1903.

LAURENCE STEPHEN BOOTH.

Ability is much like that "city which is set upon the hill and cannot be hid," for ability will come to the front everywhere and must eventually win the rewards of success. This fact finds demonstration in the career of Laurence Stephen Booth, who is now vice president and treasurer of the Washington Title Insurance

Company of Seattle, the largest and most progressive title company in the northwest. He has spent practically his entire life in this state, although he is a native of Battle Creek, Michigan, where his birth occurred March 26, 1861. His father, Manville S. Booth, came to the territory of Washington in 1861 and engaged in business in Port Townsend and Seattle. He was auditor of King county from 1875 until 1881 and was otherwise active in public affairs and in promoting the early progress of the territory. Manville S. Booth married Mary Roe, who was born in England, of English and Irish parentage.

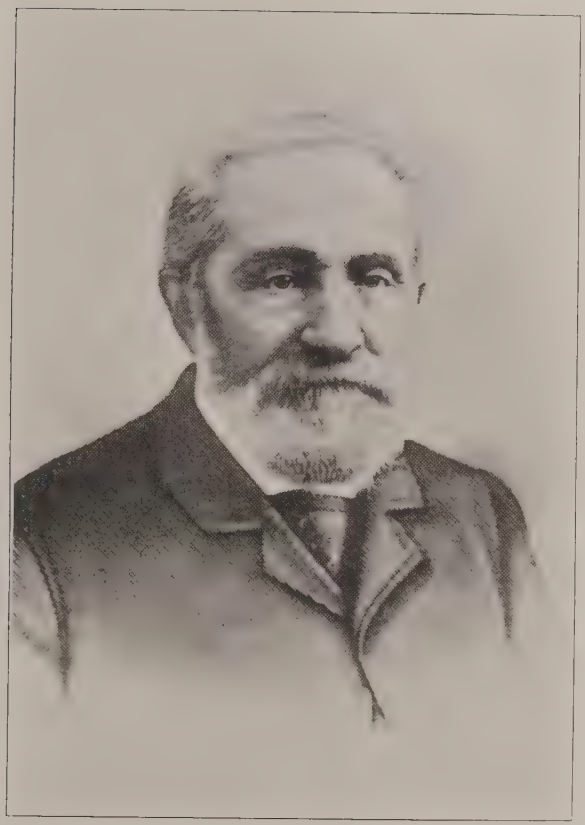
Reared in this state, Laurence S. Booth attended the University of Washington from 1873 until 1875 inclusive and in the latter year entered the office of the county auditor, there remaining until 1887. In the latter year he became engaged in the abstract and title business and has made steady progress in that connection until he is now an officer of the largest and most progressive title company in the northwest, being the vice president and treasurer of the Washington Title Insurance Company of Seattle. The business conducted by this corporation is now extensive and its returns are substantial. His standing among men similarly engaged is indicated in the fact that he has been honored with the presidency of the Washington Association of Title Men and is now the president of the American Association of Title Men, a national organization.

On the 12th of April, 1893, in Seattle, Mr. Booth was united in marriage to Miss Nelle M. Crawford, a daughter of Ronald C. and Elizabeth Crawford, who crossed the plains to Oregon in 1847 and are now both living in Seattle. Mr. and Mrs. Booth now have five children, namely: Edwin S., Madeleine, Elizabeth, Laurence S., Jr., and Evelyn Beatrice.

In politics Mr. Booth is a republican, but the only office he has ever filled was that of deputy auditor of King county from 1879 until 1886. He was a member of the first amateur baseball organization of Seattle, the first athletic association, the first association for the protection of game, and the volunteer fire department. Moreover, he belonged to the National Guard of Washington from 1884 until 1896 and was commander of Company B of the First Regiment at the time he resigned and severed his connection with the organization. His religious belief is that of the Catholic church and he is a fourth degree member of the Knights of Columbus. He is also well known in club circles, holding membership with the Seattle Athletic Club, the Arctic Club, the Earlington Golf and Country Club and the Seattle Golf Club.

HENRY L. YESLER.

Mr. Yesler was born in Washington county, Maryland, in 1810, and died in Seattle, December 15, 1892. His early years were spent in toil and during his school days he lived in a log cabin where he obtained a rudimentary English education, but the advantages he there enjoyed were supplemented later on by severe study during the time he had to spare while acquiring the trade of carpenter and millwright. In 1830 he removed to Massillon, Ohio, where for nineteen years he was engaged in the sawmill business. In 1851 he went to Oregon and for a short time worked at his trade in Portland. From there he went to California



H. L. YESLER

and for a brief period operated a mine at Marysville. About this time he became acquainted with a sea captain who had been trading on Puget Sound, and from him acquired a definite knowledge of the wonderful harbors on the Sound and the wealth of timber that lay adjacent to its waters. Yesler thought he saw a great future in the lumber trade on Puget Sound, so he took ship, landing upon the site of the future Seattle in the fall of 1852. At this time there were only a few cabins located in the woods close to the shore, and the few settlers, although they had selected their claims, had not filed them in the land office, which at that time was at Oregon City. Upon Yesler informing them of his determination to start a sawmill, they readjusted their claims so as to allow him to take up a claim adjoining the shore, very near what is now the foot of Yesler avenue. In the beginning of 1853 his modest sawmill was put in operation. It was the first steam sawmill on Puget Sound, and its location at Seattle at once gave that place an important position among the tiny settlements which had been made here and there upon the edge of the unexplored forests which stretched away in every direction from the waters of the Sound. In the early days of this mill almost the only available laborers were Indians, whom Mr. Yesler employed in large numbers, treating them so honestly and kindly that in the difficulties of 1855 and 1856 he was able to be of the greatest service to the territory. Near the end of the war, at the request of Governor Stevens, he made a hazardous trip to the hostiles to propose terms for agreement. After carrying the reply of the chiefs to the governor, he went a second time to the hostile camp, accompanied by only two friendly Indians, and brought back with him 100 of the Indians lately upon the warpath, delivering them at the executive mansion. Upon another occasion he saved the settlement from massacre by timely warning sent to the naval authorities.

When the territory was organized Mr. Yesler was made county auditor and held the office several terms. He was commissioner of King county several times and was twice mayor of Seattle. During his last term as mayor, in 1886, occurred the anti-Chinese riot, and although not a friend of foreign labor he did all in his power to suppress mob violence. Mr. Yesler was originally a democrat in political faith but following the great Civil war was allied with the republicans. He was not, however, an intense partisan, and never had any desire for political distinction. The positions he was called upon to fill were in the line of duties such as a citizen deeply interested in the public welfare could not refuse to accept.

It would be difficult for those only acquainted with the great and flourishing city of Seattle of today to realize the important part the sawmill of Henry Yesler played in the primitive days. For years it was almost the sole industry of the place, and through it may be traced the primary cause which determined the supremacy of Seattle. It was the pioneer enterprise of what has grown to be a giant industry which now exists as a notable part of the world's commerce.

The following account of Mr. Yesler's business activities appeared in the Post-Intelligencer of the issue of December 16, 1892: "While of late years Mr. Yesler has been largely interested in building and real estate operations, he continued to conduct his sawmill at Seattle until shortly before the great fire, and has since been engaged in the business on Lake Washington, at a place named Yesler. With the great tide of immigration to the Sound which these latter

years have witnessed Mr. Yesler's townsite property has increased to a value beyond his fondest dreams. Much of it he has sold, but he still retains a large part of his original claim, most of which is in the very heart of the city. He was one of the heaviest losers by the great fire of June 6, 1889, but with that matchless energy which characterized the citizens of Seattle after that catastrophe, as soon as the smoldering embers of his destroyed property would permit he began the erection of some of the finest buildings on the Pacific coast. He has recently completed the Pioneer building, on Pioneer place, which would be considered a magnificent structure even in the largest cities of our country. Upon opposite corners of the same square he has also under construction two other buildings which in architectural effect and richness of finish will equal the Pioneer building. He also has under construction a fine store building on the southeast corner of Occidental Avenue and Yesler Way." .

Before he left his old home in Ohio Mr. Yesler was married to Sarah Burgert, a lady who shared all his early trials and struggles and who is most kindly remembered in Seattle. Two children were born to Mrs. Yesler, but they died at an early age, and in 1887 their mother followed them to the grave. A few months prior to his death Mr. Yesler munificently endowed a home for young women, dedicated to the memory of that wife, Sarah B. Yesler. In 1890 Mr. Yesler was married to Miss Minnie Gagle, a native of his old home.

In every commercial enterprise Henry Yesler took a leading share. With his own hands he worked on the first coal railroad; he was a promoter of the Seattle & Walla Walla Railroad, of the first transportation company, of the waterworks—of every movement to develop the town. In the earlier years he was free with his money in loaning to those less fortunate and in making advances toward the promotion of individual schemes of commercial development.

REV. DANIEL BAGLEY.

Rev. Daniel Bagley was born September 7, 1818, in Crawford county, Pennsylvania, and died in Seattle April 26, 1905. His wife, Susannah Rogers Whipple, was born in Massachusetts, May 8, 1819. While she was a small child her parents moved into western Pennsylvania, near Meadville, Crawford county. This was then a rough and thinly settled region and they grew up amid the privations and hardships of pioneer life. Daniel helped his father clear the original forest off their farm and shared in the toil that was incident to cutting a home out of lands covered with a dense growth of hickory, chestnut, birch, maple, etc.

The young people met while they were yet in their teens and acquaintance soon ripened into love, and August 15, 1840, they were made husband and wife. A few days later they started for the prairies of Illinois, and there settled on a claim near Somanauk. The husband farmed and taught school for two years, while the wife performed the household duties of their small and primitive cabin.

In 1842 Mr. Bagley was admitted into the ministry of the Methodist Protestant church, and for ten years was engaged in active work, nominally being

stationed at one place each year, but in reality traveling summer and winter from the south, near Springfield, to the northern boundaries of the state. Buffalo and Indian trails then gridironed the broad and thinly settled prairies, and were not succeeded by the iron rails of the early railroads of the state until 1850 and the decade succeeding. At Princeton, Bureau county, the first home of the still young couple was established, and here Mr. Bagley was an active worker in the anti-slavery agitation then beginning to arouse the attention and conscience of here and there a few of the earnest thinkers of the day. Owen Lovejoy's and Mr. Bagley's churches stood within a few yards of each other, and their pastors united in religious and philanthropical work, and time and again were their anti-slavery meetings broken up by the pro-slavery roughs of the day.

During the closing years of the '40s and early in the '50s California and Oregon attracted a great deal of attention, and the more enterprising of the younger generation began the westward movement that has for sixty years gone on in an ever swelling tide. In 1852 Rev. Daniel Bagley was chosen by the board of missions of his church as missionary to Oregon, which then included the present states of Washington and Idaho and parts of Montana and Wyoming.

Their wagon train left Princeton, Illinois, April 20, 1852, and in it were Mr. Bagley and family, Dexter Horton and family, Thomas Mercer and family, William H. Shoudy, John Pike and Aaron Mercer and wife. The wives of Thomas and Aaron Mercer never reached here, but the others all came to Seattle at some period to make their home.

Those moving to the Pacific coast that year were an army in numbers, so that the danger from Indians was not great, but the hardships and sufferings of the emigrants were increased. The difficulties of securing water and feed for the stock were great and cholera became epidemic. However, the fifteen or twenty families of this particular train, after nearly five months of almost constant travel, arrived at The Dalles, on the Columbia river, without the loss of one of their number and with practically all their wagons and stock. Here they separated, only two or three families accompanying Mr. and Mrs. Bagley to Salem, Oregon, where they ended their journey September 21, 1852.

Mr. Bagley at once began active ministerial and missionary work, and labored unremittingly in all parts of the Willamette valley the next eight years. He established about a score of churches and probably half that number of church edifices were built mainly through his instrumentality. This was long prior to the advent of telegraphs and railroads and the conveniences and comforts of modern travel. His labors extended from the Umpqua on the south to the Columbia river on the north, and it was rare indeed that he remained at home twenty days in succession and, in fact, a large part of these eight years was employed in itinerant work, traveling through heat and dust, rain, snow, mud and floods by day and night, nearly entirely on horseback, so that at forty years of age his constitution was greatly impaired by exposure and overwork.

During all their married life Mrs. Bagley had been an invalid, and in October, 1860, the family removed from near Salem to this place, hoping the change of climate would prove beneficial to both of them. The trip was made entirely overland in a buggy—except from Portland to Monticello—and the trip that

can now be made in as many hours required ten days to accomplish. They made the list of families in the village up to an even twenty.

The unbroken forest began where the Colonial building on Columbia street now stands, and at no point was it more than 250 yards from the waters of the bay.

Mr. Bagley was the pioneer minister of his church on Puget Sound and for years, covering almost the entire period of the Civil war, was the only clergyman stationed in Seattle.

Rev. David E. Blaine, of the Methodist Episcopal church, had been instrumental in the erection of a church building about 1854 on the present site of the Boston block, which remained unplastered or unceiled for ten years or more. Here Mr. Bagley and a small band of worshipers gathered weekly.

Early in 1865 the historic "Brown church" was built at the corner of Second and Madison streets and Mr. Bagley's manual labor and private purse contributed largely to that work.

Besides his ministerial duties Mr. Bagley became an active and prominent worker in the advancement of the material growth and prosperity of Seattle and King county. Largely through the efforts of Hon. Arthur A. Denny, who was a member of the legislature of 1860-61, the university was located here, and Messrs. Daniel Bagley, John Webster and Edmund Carr were named commissioners. Selling of lands began at once, and in March, 1861, clearing of the site and work on the university buildings began. As president of the board of commissioners most of the care and responsibility of the sale of lands, erection of the buildings, and establishing of scholastic work fell upon Mr. Bagley, and during the succeeding three years much of his time was devoted to the university interests, and those labors have borne abundant fruits for Seattle and her citizens. Just prior to and following the year 1870, the development of what are now known as the Newcastle coal mines began. Daniel Bagley, George F. Whitworth, Josiah Settle and C. B. Bagley took up the burden of this work, which was the first to become commercially successful in the territory. Mr. Bagley was the responsible leader and superintendent, and although the company then formed was succeeded by a number of others, the credit of the opening of this great source of wealth to this county belongs to him and his associates.

Until 1885 he continued as pastor of the church here and after the twentieth year in charge of the "Brown church" he resigned that position. After that time he did a large amount of ministerial work at Ballard, Columbia, Yesler, South Park, etc., continuing down to within a few years of his death.

Forty-five years he was prominent, active and efficient as a clergyman and private citizen.

Daniel Bagley was a life-long member of the Masonic fraternity, and he was the honored chaplain of St. John's Lodge, No. 9, in Seattle, many years. He was made a Master Mason in Princeton, Illinois, in 1851. He at once affiliated with the lodge in Salem, Oregon, on his arrival there in 1852, and between that time and 1856 became a Royal Arch Mason. On making his home in Seattle he affiliated with St. John's Lodge and remained a member of that lodge during life. He first appeared in Grand Lodge in 1861, and his merits as a Mason are attested by the fact that his brethren of the Grand Lodge of Washington elected

him their most worshipful grand master at the annual communication of that year.

During their later years Mr. Bagley and his wife made their home with their son Clarence in Seattle and there Mrs. Bagley died October 11, 1913.

They repose side by side in Mount Pleasant on Queen Anne Hill.

SAMUEL D. CROCKETT.

Samuel D. Crockett, president of the Seattle Security Company, figures prominently in financial circles, where his name has become a synonym for enterprise and advancement. He may well be termed a man of affairs, for he has controlled and directed important interests which feature as factors in the upbuilding of the city as well as in the advancement of his individual success. He was born in Iowa, June 23, 1850, his parents being John and Ann Crockett, the latter a native of Virginia. His surviving sisters and brother are as follows: John Harvey, who is engaged in the real-estate business in Bellingham, Washington; Mrs. Mary F. Spencer, a widow residing in Portland, Oregon; Mrs. Harry A. Fairchild, a widow who makes her home in Seattle, Washington; Mrs. Elizabeth Pettibone, a widow living in Bellingham, Washington; Mrs. H. G. de Pledge, of Colfax, Washington; and Mrs. Chauncey J. House, of Everett, Washington.

In the common schools Samuel D. Crockett began his education. He accompanied the family on their removal to the west in 1851, the family home being established in Olympia, Washington. He supplemented his public-school training by study in Willamette University at Salem, Oregon, and the experiences of his early life, aside from those of the schoolroom, were such as come to the farm lad, for he was reared amid an agricultural environment in Washington. In 1882 he arrived in Seattle, where he engaged in the manufacure of furniture and its sale at retail, conducting the business under the firm name of Hall, Paulson & Company on Commercial street, now First avenue South, located where the Northern Hotel stands. The factory was at the foot of Commercial street, on the present site of the Security block. As time passed the enterprise continued to prosper, and Mr. Crockett later sold an interest in the business to W. R. Forrest, at which time it was incorporated under the name of the Hall & Paulson Furniture Company. This was a close corporation, with George W. Hall, Paul Paulson, W. R. Forrest and S. D. Crockett as incorporators. They conducted a growing and profitable business until 1889, when their establishment was destroyed in the great fire of that year and almost their entire assets were wiped out. About all that was left was mud flats covered with fourteen feet of water. In 1891 an act was passed by the legislature to enable those who had made improvements on the tide flats to purchase the land. The furniture company at once purchased the ground which had been occupied by their plant and afterward reincorporated as the Seattle Security Company. This company erected the Security block, which is a four-story brick structure with a frontage of two hundred and ninety feet and one hundred and fifty feet in depth. They also erected the brick building now occupied by the Carstens Packing Company on the adjoining property and which is also a four-story and basement building. The officers of the Security

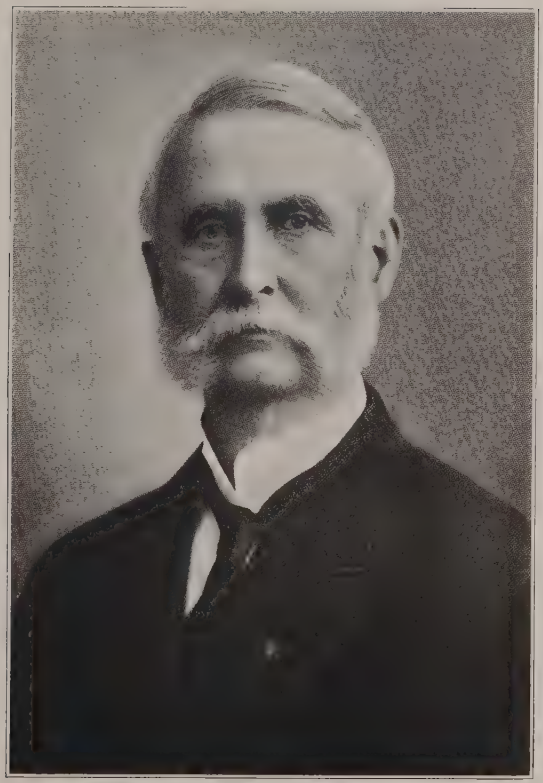
Company are: S. D. Crockett, president and treasurer; Paul Paulson, vice president; and O. W. Crockett, secretary.

Mr. Crockett has been married twice. In 1873, at Salem, Oregon, he wedded Miss Lydia E. Chamberlin, who passed away in December, 1907, leaving two children, namely: Oliver W., the secretary of the Seattle Security Company and a stockholder in the firm of James Bothwell & Crockett, real estate, loans and insurance; and Bertha Ann, who is the wife of Ernest C. Jenner, a newspaper artist on The Times. On the 19th of November, 1909, in Seattle, Samuel D. Crockett married Mrs. Nellie V. Wood.

In politics Mr. Crockett has never been active but recognizes the duties and obligations of citizenship and neglects no responsibility that comes to him in that connection. Practically his entire life has been spent in the northwest, and for more than six decades he has been a witness of the growth and progress of Washington. Since coming to Seattle in 1882 he has figured continuously in its business circles, taking advantage of every legitimate opportunity that has come his way and proceeding step by step to the plane of affluence whereon he is now to be found. The property interests of the company return to him a good income and throughout his entire career he has never sacrificed his good name to advancement nor success.

GEORGE KINNEAR.

As long as Seattle stands, the name of Kinnear will be an honored one in the city. It is perpetuated in Kinnear Park and in other public projects which owe their existence to his efforts and are the result of his sagacity and his public spirit. Dealing in real estate, he became one of the capitalists of Seattle and contributed in most substantial measure to its upbuilding and development. A native of Ohio, he was born in Pickaway county in 1836 and was taken by his parents to Tippecanoe county, Indiana, the family home being established on the banks of the Wabash, the father there building the first log cabin at La Fayette. He was three years of age when his father purchased land on Flint creek and there erected a brick dwelling from brick which he made on his land, while the floors, laths, doors, window frames and casings were of black walnut. George Kinnear had reached the age of nine years when the father started with his family for Woodford county, Illinois, taking with him his flocks and herds. They had advanced but one hundred yards, however, when one of the wagons broke and little nine-year-old, barefooted George ran back to the house and cut a notch in the window sill. Sixty-four years later he rapped at the door of this same house. An old lady appeared, to whom he related that the place was his former home. She said that must be impossible, for she had lived there sixty-four years, that she was there when the former owner, Charles Kinnear, and family left with their teams for Illinois, that shortly after the start a little boy came running back, went into the next room—Mr. Kinnear interrupted—"Let me, unaccompanied, go into the next room and see what that little boy did." He went straight to his window sill and there, intact, was the notch. For a few seconds he was again a barefooted, nine-year-old boy making that notch. It was his last



GEORGE KINNEAR

act of affection for the Indiana home after the rest of the family had gone from the house perhaps forever.

George Kinnear spent the time in the usual manner of farm lads at the old home on Walnut creek, in Woodford county, until the outbreak of the war. Years afterward there was to be a home coming in Woodford county and Mr. Kinnear in response to an invitation to be present on that occasion, wrote that he regretfully declined the invitation but gave an account of his experiences and recollections of the early times in that locality. From this we quote, not only because it gives an excellent picture of the life lived there in that day but also because it gives a splendid idea of the literary talent of the man who in the intervening years had advanced from poverty to affluence and had become a prominent figure in the community in which he lived. He said: "In the year 1851 when I was a boy, we settled in Walnut Grove. Then and for several years thereafter our postoffice was at Washington and there is where we did most of our trading. Near by where we built our house was the old camp ground of the Pottawottomies. Their camp ground was strewn with pieces of flint and arrow heads and their old trails leading off in different directions remained. Often in my quiet strolls through the woods in my imagination I peopled the forest again with Indians and almost wished I were one. Most of the country between Walnut Grove and Washington was wet, with many ponds and sloughs. The road was anywhere we saw fit to drive (always aiming, however, to keep on the top of the sod.) In driving across sloughs, we would drive at a run for fear of going through, but if we got into a rut or the sod broke, we were stuck. During the summer time I went to Washington twice a week to have the prairie plows sharpened and while the work was being done I would stroll about and peer into the little stores and shops, which were interesting to the boy raised on a farm and not used to town life. I remember one day seeing at Washington a bunch of little girls wading about barefoot in the mud like a lot of little ducks. One of them was little five-year-old Angie Simmons. When I was seventeen years old, I went to work in A. H. Danforth's store, where I remained about four months, beginning at the bottom, sweeping, moving boxes, etc., occasionally selling goods. I observed then how mean some men could be. When I was at work and nobody else around, several of the men would say, 'They make you sweep. They make you do the dirty work. I wouldn't stand it,' but I had sense enough to know my place. I did not like store keeping and remained only four months.

"In 1865 the war was over and I was at home and out of business. I bought a brand new buggy and a nice team. I started out on the morning of the Fourth of July to see what I might. My father, I suppose, to plague me, said, 'Yes, you will marry the first girl you get into that buggy.' I struck out straight for Washington, tied up my team and walked over to where the speaking would be held. Meeting my old friend, Diego Ross, he at once introduced me to a handsome girl. I proffered to find her a seat, which she accepted. Considering the circumstances of our new acquaintance with each other and the courtesies due from one to the other, we paid reasonably good attention to the reading of the Declaration of Independence and the oration, and at the conclusion of the same I drove with her in my buggy to her home and there engaged her company for that evening to view the fireworks. (First girl in buggy.)

"The Washington people had a great celebration. The old anvil roared and

stirred up great enthusiasm and the fireworks were brilliant. My girl and I were seated in the buggy watching the fireworks and some girls were walking by in the weeds. I heard my girl say, 'Sally, is the dog fennel wet?' Was that a joke or sarcasm? The question was asked, 'Where will we be the next Fourth?' The answer was, 'Why not here?' Now we made an appointment one year ahead. An appointment one year ahead seemed a long way off, so I called occasionally to see if she and I were still on good terms or if she had gone off with another fellow. The next Fourth came around and we were there in the buggy watching the fireworks. (First girl still in the buggy.) One time I called about noon. She met me at the door with her sleeves rolled up. She asked me if I would stay for dinner and I said 'Yes.' She was beaten for once. She thought I would know enough to say 'No.' I was ahead one meal. By this time we were getting enthusiastic on the Fourth of July and set another date a year ahead. But we began negotiations now in earnest and on March 28, 1867, we were married. (First girl in buggy.) It was hard to beat old father at a guess. The first girl in buggy took the buggy and from that time on ruled the roost. The first girl in buggy and the little five-year-old Angie Simmons were one and the same.

"But take me back, take me back to the times when Nature was clothed in her natural garments; when the log cabin was the only dwelling place of the settler; when rough logs chinked with mud and sticks, a rough stone chimney, a puncheon floor, a clapboard roof, the latch string hanging out were both hut and palace. In those times the forest trees, untouched by the woodman's axe, stood in all their native beauty. The woods were full of wild fruit—the wild cherries, wild plums, crabapples, mulberries, hackberries, elderberries, gooseberries, black currants, wild grapes and May apples, red haws, black haws, acorns, chinkapins, hickory nuts and walnuts, pawpaws and persimmons and wild honey in nearly every hollow tree. Of the game birds there were droves of wild turkeys, pheasants, quail, doves, woodpeckers, yellow hammers, plovers and sap suckers. Of the animals, the deer, squirrel, coon, 'possum, rabbit, wolf and fox. The streams teemed with fish.

"I looked up into the sky and saw the myriads upon myriads of wild pigeons. They were in columns extending from horizon to horizon and to the north and south as far as eye could see; at times they almost darkened the sun, and out on the prairie I saw millions of wild geese, ducks, brants and cranes sporting about the sloughs and ponds, their quacking, screaming, chirping and whirring of wings sounding like distant thunder. Out in another direction on the dry ground I saw the prairie chickens. They were almost as numerous as the water fowl. They were crowing and cackling and chasing each other around in the grass. Among the birds or off by themselves were herds of deer feeding on the prairie grass.

"Here was the sportsman's paradise. He would never consent to be transported with joy to another land. From his flocks and herds he would supply the table with the choicest venison, geese, ducks and prairie hens to suit the guests at the sumptuous feast. This was the joyful place for the rugged, barefoot boy, bareheaded, on a bareback horse, with a gun and a dog by his side. With what joy, after following the deer across the plain, would he carry home to his mother the trophy of the chase! This was the place for the rosy-cheeked girl, clad in her linsey dress, in a bewildering mass of wild flowers, trailing vines and

rustling leaves, as happy as the feathered songsters that surrounded her and sang with her their delight at the beautiful scene. What a treat it would be now to go back with our baskets into those woods and gather the nuts as they fall from the trees, to pull down the black haw bush and gather the richest berry that grows, and the sweet persimmons we'd gather, too. Farther down the wood lies the pawpaw patch, and from among its leaves we'd pick the ripe, juicy fruit and at last start for home, our baskets filled to the brim. Let us go home, to our old home again. We see the large fireplace, the wide hearth, the old Dutch oven in which mother baked her bread and boiled the mush before the fire. The table is spread with the bread mother baked, the bowls of mush and milk, the roasted game the hunter brought, the baked potatoes and luscious fruit and the pumpkin pie mother made from the flat pie pumpkin. A barefoot boy is squatting on the floor and with the mush pot between his legs is scraping the kettle for the crust. Out in the woods we hear the wild turkey gobble; the drumming of the pheasant and the nuts dropping from the trees; we see the waving of the treetops and hear the rustling of the leaves, the song of the birds and the barking of the squirrels and watch them leap from tree to tree. They are all our friends. How I like them! Let me go among them alone at night with my dog and there I'll follow the 'possum and the coon, stroll along the silent creek and listen to the songs of the frogs, the hooting of the owl and the whippoorwill. This is August 31, 1911. How pleasant now to remember old Washington surrounded by broad prairies and beautiful groves and inhabited by friends and associates of the early days! Here from the Shore of the Great Pacific, the Land of the Salmon and the Big Red Apple, to you of the Land of the Rustling Corn we send Greeting!"

In the letter from which the above quotation was taken Mr. Kinnear referred to his military service. With the outbreak of the Civil war he joined the Forty-seventh Illinois Regiment, with which he remained until mustered out in 1864. On his way home while crossing the Mississippi he said, "I have chewed tobacco for eleven years. This is no habit for a young man to start out in life with," and threw into the water a silver pocket case full of tobacco. That was characteristic of Mr. Kinnear. If once he decided that a course was wrong or unwise he did not hesitate to turn aside, for he never deviated from a path which he believed to be right. It was this fidelity to all that he thought to be worth while in the development of character that made him the splendid specimen of manhood, remembered by his many friends in Seattle.

Following his return from the war his mother handed him thirty-six hundred dollars—his pay, which he had sent her while at the front to help her in the conduct of household affairs. With the mother's sacrifice and devotion, however, she had saved it all for him and with that amount he invested in a herd of cattle which he fed through the winter and sold at an advance the following spring, using the proceeds in the purchase of two sections of Illinois land. He not only became identified with farming interests but from 1864 until 1869 held the office of county clerk of Woodford county, Illinois, proving a most capable and trustworthy official in that position. On retiring from the office he concentrated his energies upon the development and cultivation of his land and while carrying on farming he would purchase corn in the fall and place it in cribs, selling when the market reached, as he believed, its best point. In the meantime he studied con-

ditions in the developing northwest. His attention was first called to the Puget Sound country in 1864 and thereafter from time to time his mind returned to that district. Knowing that the waters of the Sound were navigable he believed that one day a great city would be built there and after ten years, in which he pondered the question, he made a trip to the northwest in 1874, looking over the different locations. He was most favorably impressed with the site of Seattle and before he returned to Illinois he purchased what is known as the G. Kinnear addition on the south side of Queen Anne Hill. He then returned home and four years later, or in 1878, he brought his family to the northwest. He felt that investment in property here would be of immense advantage and as fast as he could sell his Illinois land at fifty dollars per acre he converted the proceeds into Seattle real estate, much of which rose rapidly in value. There was but a tiny town here at the time of his arrival and from the beginning of his residence on the Sound he did everything in his power to make known to the country the possibilities and opportunities of the northwest and to aid in the development of the city in which he had located. He favored and fostered every measure which he believed would prove of benefit to the town and country. In 1878-9 he labored strenuously to secure the building of a wagon road over the Snoqualmie Pass and as the organizer of the board of immigration he had several thousand pamphlets printed, sent advertisements to the newspapers throughout the country and as the result of this widespread publicity letters requesting pamphlets arrived at the rate of one hundred or more per day and for several years after the printed supply had been exhausted the requests kept coming in. Just how far his efforts and influence extended in the upbuilding of the northwest it is impossible to determine but it is a recognized fact that Mr. Kinnear's work in behalf of Seattle has been far-reaching and most beneficial.

In 1886, at the time of the Chinese riots, he was captain of the Home Guard and in that connection did important service. The anti-Chinese feeling in the northwest found expression in action in the fall of 1885, when the Chinese were expelled from a number of towns along the coast by mobs and an Anti-Chinese Congress was held in Seattle which promulgated a manifesto that all Chinese must leave the localities represented in the congress on or prior to the first day of November. The authorities in Seattle prepared to resist the lawless element and the 1st of November came without the Chinese having been driven out of Seattle. On the 3d of November the Chinese were expelled from Tacoma and the spirit of hatred against the Mongolians grew in intensity along the coast. As the weeks passed the leaders of the anti-Chinese forces continued their activity and it became increasingly evident that there was serious trouble ahead. One morning ten or a dozen men met in Seattle, among them Mr. Kinnear, and he proposed that a force of citizens be organized and armed for the purpose of holding the mob element in check. All present agreed and subsequently a company of eighty men armed with breech-loading guns was organized and given the name of the Home Guards. Mr. Kinnear was made captain of this organization and arrangements were made for signals to be given to indicate that the mob had actually begun the attack. As several inaccurate accounts of the riot have appeared, Captain Kinnear published a small book giving a correct account of the whole anti-Chinese trouble and from this the following quotation is taken:

"On Sunday morning (Feb. 7th), about eleven o'clock, the old University and Methodist Episcopal Church bells sounded the signals. At a meeting the previous evening a committee had been appointed to take charge of the removal of the Chinese. They proceeded to the Chinese quarters with wagons, ordered the Orientals to pack up, then, with the aid of the rioters, placed them and their baggage onto wagons and drove them to the dock at the foot of Main Street, the intention being to load them onto the Steamer Queen, which was expected from San Francisco at any hour. Upon the arrival of Captain Alexander with the Queen at Port Townsend, he first learned of the situation at Seattle and when he arrived at the Ocean Dock he ran out the hot water hose, declaring he would scald all persons attempting to force their way onto the ship. They willingly kept at a distance. But the city was completely in the hands of the mob. The acting Chief-of-Police Murphy and nearly all of the police force were aiding in the lawless acts. Early in the day Governor Watson C. Squire, being in the city, issued his proclamation ordering them to desist from violence, to disperse and return to their homes. Their only answer was yells and howls of defiance. He ordered out two military companies stationed in the city to report to the sheriff of the county for the purpose of enforcing the laws. A squad of eighteen men from the Home Guards escorted C. K. Henry, United States Department Marshall, to the front of Dexter Horton's Bank, where the governor's proclamation was read to the howling mob. They were furious at the presence of the armed men and would have attacked had the Guards not promptly returned to their quarters at the engine house. The removal of the Chinese from their homes continued till there were about three hundred and fifty herded on Ocean Dock awaiting the transportation by rail or steamer to carry them away. A strong guard of rioters was placed over them. Only those who could pay their fare were permitted to board the ship. The citizens subscribed a portion of the money to pay the fares of one hundred, being all that could be carried on the boat. In the meantime a writ of Habeas Corpus was issued by Judge Roger S. Greene, detaining the vessel and requiring Captain Alexander to produce the Chinese then on his vessel at the court room next morning at eight o'clock, that each Chinaman might be informed of his legal rights and say if he desired to go or remain; that if he wanted to remain he would be protected. Early in the morning of the 7th, the Home Guards were ordered placed where they could best guard the city. The entire force was posted at the corner of Washington Street and Second Avenue and details sent out from there to guard a portion of the city. That night a portion of the Guards and the Seattle Rifles took up their quarters at the Court House, Company D remaining at their armory. The authorities were active during the entire night in doing everything they could to enforce the laws. Governor Squire telegraphed the Secretary of War, also General Gibbon, commanding the Department of the Columbia, the situation. About midnight an attempt was made to move the Chinese to a train and send a part of them out of the city that way, but the Seattle Rifles and Company D were sent to guard the train and succeeded in getting it out ahead of time. While most of the mob that had not yet retired was down at the train, a squad of the Home Guards was detailed to take possession of the north and south wings of the Ocean Dock upon which were quartered the Chinese, watched over by McMillan, Kidd and others, all of whom were prevented by the Home Guards from leaving

the dock. By daylight the Seattle Rifles and University Cadets with a squad from the Home Guards were lined up across the two wing approaches to the main dock. In the early morning the mob was gathering again and soon the adjoining wharves and streets were blocked with angry men who saw they were defeated in keeping charge of the Chinese. As their numbers increased, they became bolder and declared their purpose to kill or drive out the Guards. Early that morning after warrant was issued by George G. Lyon, Justice of the Peace, the leading agitators were arrested and locked in jail, where they were confined at the time the Home Guards escorted the Chinese from the dock to the courthouse pursuant to the writ of Habeas Corpus issued by Judge Greene. Of course there would have been a skirmish somewhere between the dock and the courthouse if the anti-Chinese forces had not been deprived of their leaders. At the conclusion of court proceedings, the Home Guards escorted all of the Chinese back so that those who were to leave on the Queen might do so and the others went to the dock to reclaim their personal effects which they had carried from their houses or which were carted there by the mob. At this time the leaders who had been arrested had been released from jail on bail, at least some of them had, and they acted as a committee to disburse money which had been raised to pay the passage of those Chinese who wanted to go to San Francisco on the Queen. The committee, or some members of it, were permitted to go upon the dock, but the mass of anti-Chinese forces were held in check by the Home Guards, Seattle Rifles and University Cadets, who maintained a line across the docks extending from Main Street to Washington Street. The numbers of the disorderly element were increasing and there was every indication of trouble ahead. President Powell of the University had been mingling among the crowd and informed us that they were planning to take our guns away from us. The Guards had been expecting this and were prepared all the time for trouble. After the Queen left, the remaining Chinese were ordered moved back to their quarters where they had been living and the Chinese were formed in column with baskets and bundles of all sizes which made them a clumsy lot to handle. In front was placed the Home Guards—the Seattle Rifles and the University Cadets coming two hundred and fifty yards in the rear. The march began up Main Street. The Home Guards were well closed up as they had been cautioned to march that way. Crowds of men were on the street, but they gave way. But on our left, on the north side of the street, they now lined up in better order and as the head of the column reached Commercial Street and alongside the New England Hotel, at a signal the rioters sprang at the Guards and seized a number of their guns, which began to go off. The rioters instantly let go the guns and crowded back. They were surprised that the guns were loaded. One man was killed and four wounded. This seemed to have the desired effect on them. Immediately the Guards were formed across Commercial Street looking north. The Seattle Rifles and University Cadets formed on Main Street facing the docks, where there was a large crowd, a few men were faced to the south and east, thus forming a square at Commercial and Main Streets. The dense mobs were in the streets to the north and west. To the north as far as Yesler Way the street was packed full of raving, howling, angry men, threatening revenge on those who were interfering with their lawlessness. I selected Mr. C. H. Hanford and Mr. F. H. Whitworth and directed them to press the crowd back so as to keep an open

space between our line and the front of the mob. Many of the mob were seen with arms. At the time of shooting, several shots were fired by the mob, one ball passing through the sheriff's coat, but none of our men were hurt. Back a distance a number of the leaders mounted boxes and by their fierce harangues tried to stir the mob to seek revenge. There was no order given to fire. The men understood their business and knew when to shoot. We remained in this position about half an hour, until Captain Haines, with Company D, appeared coming down the street from the north, the mob cheering with great delight and opening the way to give them free passage. Shortly afterwards the mob called on John Keane for a speech. He mounted a box in front of the New England Hotel and made a speech in the following words: 'All of ye's go to your homes. There has been trouble enough this day.' Then the Home Guards, Rifles, and Cadets conducted the Chinese to their quarters and then marched to the courthouse, which from that time on, with Company D, was their headquarters."

In the afternoon of that day Governor Watson C. Squire proclaimed the city under martial law and the Guards and militia with the assistance of the Volunteers were able to maintain order in the city. In the meantime the president of the United States ordered General Gibbon, who was stationed at Vancouver, to send federal troops to the aid of Seattle. On the morning of the 10th Colonel de Russy arrived with the Fourteenth Infantry to relieve the Guards and militia, who had been on constant duty for three days and nights without sleep or rest. With the arrival of the regular troops the disorderly element quieted down but the leaders of the Guards and militia feared that when the federal troops were withdrawn the rioters would again attempt to control the city. Accordingly, the Home Guards, the Seattle Rifles and Company D were all raised to one hundred men each and another company of one hundred men was raised. These troops, which represented men from every walk of life, drilled constantly and it was well that they did so, for as soon as the regular troops had gone, it became evident that the mob was taking steps to organize an armed force. Conditions were so unsettled for several months that it was necessary for the four hundred men to continue their drilling and to be constantly alert. Eventually, however, the excitement died out and quiet was restored and business again went on as usual. Too great praise cannot be given Mr. Kinnear for the course which he pursued in connection with these riots. He recognized at once that the greatest public enemies are those who seek to establish mob rule and overturn the forces of order and good government and he recognized the necessity of maintaining the rights of all. His insight was equalled by his public spirit and courage and he deserves the lasting gratitude of Seattle for what he did at that time to maintain her honor and good faith.

Mr. Kinnear at all times manifested a deep interest in the welfare of the city and in working for its improvement kept in mind the future as well as the present. In 1887 he gave to the city fourteen acres of land which overlooks the Sound from the west side of Queen Anne Hill and which, splendidly improved, now constitutes beautiful Kinnear Park. It is one of the things of which Seattle is proud and as the city grows in population its value will be more and more appreciated. In many other ways Mr. Kinnear manifested his foresight and his concern for the public good and he was a potent factor in the development of the city along many lines. His qualities of heart and mind were such as combined to form

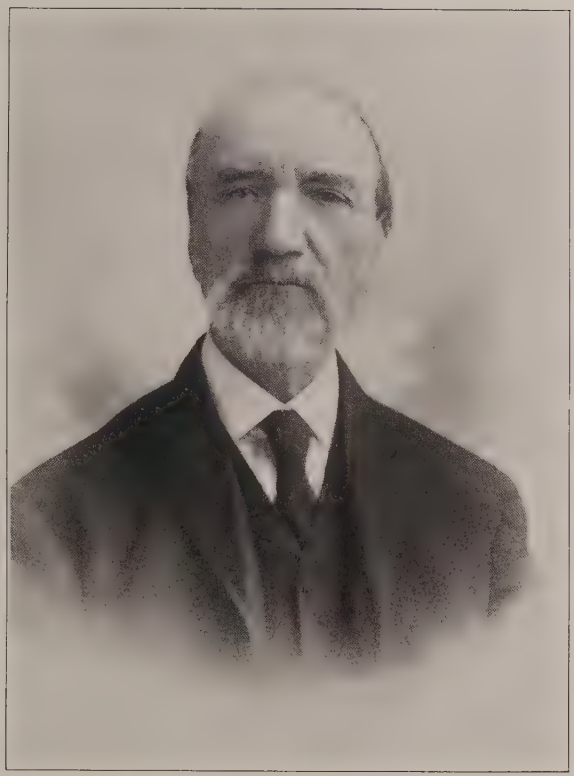
the noblest type of manhood and in all relations of life he conformed to the highest moral standards. He was not only universally conceded to be a man of unusual ability and one of the foremost citizens of Seattle, but he was personally popular. In the spring and summer of 1910 he and his wife toured Europe and at that time wrote a number of extremely interesting articles relative to the different countries through which they traveled, and these articles are still in the possession of the family. Of Mr. Kinnear it has been said: "He was as upright as he was in stature—honest, energetic, clear-headed and generous. He met his responsibilities fearlessly and lived his life worthily. He was willing to be persuaded along right lines—but he was not to be badgered. He was as kind hearted as he was hearty and he had not been sick since the war." During the later years of his life Mr. Kinnear traveled extensively and took the greatest pleasure in being in the open, near to nature's heart. On the 21st of July, 1912, he spent a day on Steilacoom Plains, returning by automobile in the evening. On the following morning he was seen watering the flowers on the front porch and later entered the house, awaiting the call for the morning meal, but when it came, life had passed and he had gone on as he wished, without a period of wearisome illness, but in the midst of health and action and good cheer. His going calls to mind the words of James Whitcomb Riley.

"I cannot say, and I will not say
That he is dead. He is just away!
With a cheery smile, and a wave of the hand,
He has wandered into an unknown land,
And left us dreaming how very fair
It needs must be, since he lingers there.
And you, O you, who the wildest yearn
For the old-time step and the glad return—
Think of him faring on, as dear
In the love of There as the love of Here;
Think of him still as the same, I say;
He is not dead—he is just away!"

GEORGE FREDERICK FRYE.

George Frederick Frye was one of the leading business men of Seattle and erected many buildings of importance, including the Hotel Frye, which is conceded to be the finest hostelry in the city. A native of Germany, he was born near Hanover, on the 15th of June, 1833, and his parents, Otto and Sophia (Pranga) Frye, were also natives of the fatherland. Their religious faith was that of the Lutheran church.

In 1849, when sixteen years of age, George F. Frye emigrated to the United States and first located in Lafayette, Missouri, where he worked as a farm hand. In 1852 he worked his way across the plains to the Pacific coast with the Hays Company, which made the trip with ox teams. He spent one winter at Portland and was for some time in the employ of Hillory Butler, for whom the Hotel



GEORGE F. FRYE

Butler was named. In 1853 he came to Seattle, which was then a small settlement on the Sound. In connection with Arthur A. Denny and H. L. Yesler, Mr. Frye built the first sawmill and the first grist mill in Seattle and for about ten years he was connected with milling interests. He established the first meat market in the city and also started a bakery. Later he turned his attention to steamboating and for four years was master of the J. B. Libby, one of the early Sound steamers. He was also mail agent, carrying the mail from Seattle to Whatcom on the Sameyami, making one trip a week. In 1884 he erected the Frye Opera House, which was the first place of the kind erected in Seattle, and as manager of the same secured good theatrical attractions for the city. In the fire of 1889 the building was destroyed and Mr. Frye later erected the Stevens Hotel on the site of the opera house. In connection with A. A. Denny he also owned the Northern Hotel, and he likewise erected the Barker Hotel. He also built the Hotel Frye, in which the city takes justifiable pride. He personally supervised the construction of this eleven-story building and spared no expense nor effort in making it one of the best equipped and most complete hostelries of the northwest. In addition to his other activities he dealt extensively in real estate and was one of the wealthy men of Seattle.

On the 25th of October, 1860, Mr. Frye was married in Seattle to Miss Louisa C. Denny, a daughter of A. A. Denny, previously mentioned, who was one of the first settlers of Seattle and a man of great influence and high reputation. He was rightfully given the title of "father of the town." To Mr. and Mrs. Frye were born six children: James Marion, who died in 1905; Mary Louisa, the widow of Captain George H. Fortson; Sophia S., now Mrs. Daniel W. Bass; George Arthur, who died in 1892; Roberta G., now Mrs. P. H. Watt; and Elizabeth, the wife of Virgil N. Bogue.

Mr. Frye cast his ballot in support of the republican party and served acceptably as a member of the city council. His religious allegiance was given to the Lutheran church and its teachings formed the guiding principles of his life. He was a man of great vigor and energy and was very active in business affairs. He aided in the development of many enterprises and among the other things he founded the first brass band in the city. He was one of the leaders among the early residents of the city and as Seattle developed his grasp of affairs seemed to grow accordingly, and he continued to occupy a position of importance in the life of his community. He almost reached the age of seventy-nine years, passing away on the 2d of May, 1912.

JULIUS A. STRATTON.

Julius A. Stratton, member of the Seattle bar, has for more than six decades been identified with the builders of the empire of the northwest, having become a resident of Oregon in 1854. He was then a lad of ten years, having been born in Indiana near Madison, on the 21st of October, 1844. His parents were Curtis P. and Lavinia (Fitch) Stratton, who in the year 1854 left Indiana and made their way to Oregon, settling in the Umpqua valley, where Julius A. Stratton lived until July, 1861, when he removed to Salem, Oregon, and entered the office of the

Oregon Statesman. There he learned the printer's trade and worked steadily at the trade from 1861 until 1865, and thereafter at need until his graduation from Willamette University in 1879. He completed a classical course in that institution and won the Bachelor of Arts degree. He studied law at Salem, Oregon, and was admitted to practice at the Oregon bar in 1871. The following year he took up his abode in Eugene, where he opened an office, but in 1874 removed to Portland and in 1875 returned to Salem. He afterward engaged in the practice of his profession in Salem until 1881 and in the meantime was called to public office, serving for two years as clerk of the supreme court. In 1882 he was made superintendent of the Oregon state penitentiary and occupied that position for two years under Governor Moody. He was clerk of the supreme court and ex-officio reporter from 1884 until 1887. In February, 1888, he removed from Salem, Oregon, to Seattle, where he has since made his home, and in 1889 he was appointed prosecuting attorney of King county to fill a vacancy caused by the death of W. W. Newlin. In January, 1890, he was appointed judge of the superior court of King county by Governor Ferry and at the next regular election declined to become a candidate for the office, preferring to concentrate his energies upon the private practice of his profession, in which he has won substantial and creditable success.

In August, 1889, in Portland, Oregon, Mr. Stratton was united in marriage to Miss Martha L. Powell, who died in April, 1895. In August, 1900, at Victoria, British Columbia, he wedded Laura M. Adams, and they have a son, Julius. In politics Mr. Stratton is a republican but has never been an active party worker. He takes an interest in the welfare and upbuilding of Seattle, and he served as a member of the library board from 1898 until 1907, and for five years of that period was chairman of the board. In April, 1914, he was again appointed a member of the board, whereon he is now serving. He is a man of broad and scholarly attainments and association with him means expansion and elevation.

JOHN LEARY.

John Leary was one of the early mayors of Seattle and a pioneer lawyer but retired from his profession to enter upon business pursuits and became an active factor in the upbuilding of the city. He was closely associated with ever increasing activities of larger scope and far-reaching effect and Seattle has had no more enterprising citizen, so that no history of the city would be complete without extended reference to him.

Mr. Leary was a native of New Brunswick, his birth having occurred at St. John, November 1, 1837. Early in life he started in the business world on his own account and soon developed unusual aptitude for business and a genius for the successful creation and management of large enterprises. His initial efforts were along the line of the lumber trade and he became an extensive manufacturer and shipper of lumber, to which business he devoted his energies between the years 1854 and 1867. He also conducted an extensive general mercantile establishment in his native town and also at Woodstock, New Brunswick. Prosperity had attended his efforts, enabling him to win a modest fortune,

JOHN LEARY

but the repeal of the reciprocity treaty between the United States and Canada resulted in losses for him. Crossing the border into Maine, he conducted a lumber business at Houlton, that state, for some time, but the Puget Sound country was fast coming to the front as a great lumber center and he resolved to become one of the operators in the new field.

Mr. Leary reached Seattle in 1869, finding a little frontier village with a population of about one thousand. Keen sagacity enabled him to recognize the prospect for future business conditions and from that time forward until his death he was a cooperant factor in measures and movements resulting largely to the benefit and upbuilding of the city as well as proving a source of substantial profit for himself. In 1871 he was admitted to the bar and entered upon active practice as junior partner in the law firm of McNaught & Leary, which association was maintained until 1878, when he became a member of the firm of Struve, Haines & Leary. Four years later, however, he retired from active law practice and became a factor in the management of gigantic commercial and public enterprises which have led not only to the improvement of the city but also to the development of the surrounding country. In the meantime, however, he had served for several terms as a member of the city council of Seattle and in 1884 was elected mayor. His was a notable administration during the formative period in the city's history and he exercised his official prerogatives in such a manner that the public welfare was greatly promoted and in all that he did he looked beyond the exigencies of the present to the opportunities and possibilities of the future. The position of mayor was not a salaried one at that time, but he gave much time and thought to the direction of municipal affairs and while serving was instrumental in having First avenue, then a mud hole, improved and planked. He was the first mayor to keep regular office hours and thoroughly systematized municipal interests. Through the conduct and direction of important business enterprises his work was perhaps of even greater value to Seattle. A contemporary historian said in this connection:

"When he came to Seattle none of the important enterprises which have made possible its present greatness had been inaugurated. The most vital period of the city's history had just begun. Only men of the keenest foresight anticipated and prepared for a struggle, the issue of which meant the very existence of the city itself. No city so richly endowed by nature ever stood in such need of strong, brave and sagacious men. Mr. Leary was among the first to outline a course of action such as would preserve the supremacy of Seattle, and with characteristic energy and foresight he threw himself into the work. A natural leader, he was soon at the head of all that was going on. A pioneer among pioneers, it fell to his lot to blaze the way for what time has proven to have been a wise and well directed move. When the Northern Pacific Railroad Company sought to ignore and possibly to commercially destroy Seattle, Mr. Leary became a leader of resolute men who heroically undertook to build up the city independently of the opposition of this powerful corporation. To this end the Seattle & Walla Walla Railroad was built, an enterprise which at that time served a most useful purpose in restoring confidence in the business future of the city, and which has ever since been a source of large revenue to the place. Throughout the entire struggle, which involved the very existence of Seattle, Mr. Leary was most actively engaged, and to his labors, his counsel and his means the city is indeed greatly indebted."

In 1872 Mr. Leary turned his attention to the development of the coal fields of this locality, opening and operating the Talbot mine in connection with John Collins. He was instrumental in organizing a company for supplying the city with gas and served as its president until 1878, thus being closely identified with the early material development of his community. His enterprise also resulted in the establishment of the waterworks system and along these and many other lines his efforts were so directed that splendid benefits resulted to the city. In fact, he was one of the men who laid the foundations for the future growth and importance of Seattle. It was he who made known to the world the resources of the city in iron and coal. Between the years 1878 and 1880 he had exploring parties out all along the west coast to Cape Flattery and on the Skagit and Similkameen rivers, also through the Mount Baker district and several counties in eastern Washington. His explorations proved conclusively that western Washington was rich in coal and iron, while here and there valuable deposits of precious metals were to be found. The value of Mr. Leary's work to the state in this connection cannot be overestimated, as he performed a work the expense of which is usually borne by the commonwealths themselves. Another phase of his activity reached into the field of journalism. In 1882 he became principal owner of the Seattle Post, now consolidated with the Intelligencer under the style of the Post-Intelligencer. He brought about the amalgamation of the morning papers and erected what was known as the Post building, one of the best of the early business blocks of the city. In 1883 he was associated with Mr. Yesler in the erection of the Yesler-Leary block at a cost of more than one hundred thousand dollars, but this building, which was then the finest in the city, was destroyed by the great fire of June, 1889. One can never measure the full extent of Mr. Leary's efforts, for his activity touched almost every line leading to public progress. He was active in the establishment of the Alaska Mail service, resulting in the development of important trade connections between that country and Seattle. He was elected to the presidency of the Chamber of Commerce, which he had aided in organizing, and he also became president of the Seattle Land & Improvement Company and of the West Coast Improvement Company and the Seattle Warehouse & Elevator Company. He was on the directorate of the Seattle, Lake Shore & Eastern Railway Company, was one of the directors of the West Street & North End Electric Railway Company, which he aided in organizing, and was likewise a promoter and director of the James Street & Broadway Cable & Electric line. In financial circles he figured prominently as president of the Seattle National Bank but was compelled to resign that position on account of the demands of other business interests. In February, 1891, he organized the Columbia River & Puget Sound Navigation Company, capitalized for five hundred thousand dollars, in which he held one-fifth of the stock. That company owned the steamers Telephone, Fleetwood, Bailey Gatzert, Floyd and other vessels operating between Puget Sound and Victoria. Ere his death a biographer wrote of him:

"It is a characteristic of Mr. Leary's make-up that he moves on large lines and is never so happy as when at the head of some great business enterprise. His very presence is stimulating. Bouyant and hopeful by nature, he imparts his own enthusiasm to those around him. He has not overlooked the importance of manufacturing interests to a city like Seattle, and over and over again has encouraged and aided, often at a personal loss, in the establishment of manufac-

turing enterprises, having in this regard probably done more than any other citizen of Seattle. He has ever recognized and acted on the principle that property has its duties as well as rights, and that one of its prime duties is to aid and build up the community where the possessor has made his wealth. There are few men in the city, therefore, who, in the course of the last twenty years, have aided in giving employment to a larger number of men than Mr. Leary, or whose individual efforts have contributed more of good to the general prosperity of Seattle."

On the 21st of April, 1892, Mr. Leary wedded Eliza P. Ferry, a daughter of the late Governor Elisha P. Ferry. Their happy married life was terminated in his death on the 9th of February, 1905, at which time he left an estate valued at about two million dollars. He practically retired from active business about 1893. After his death the estate built upon the site of his old home the Leary-Ferry building.

Mr. Leary was a man of most generous spirit, giving freely in charity to worthy individuals and to important public enterprises. He built the finest residence in Seattle just before his death and took great pleasure in planning and erecting the home, but did not live to occupy it. He might be termed a man of large efficiency, of large purpose and larger action. He looked at no question from a narrow or contracted standpoint, but had a broad vision of conditions, opportunities and advantages. His life was never self-centered but reached out along all those lines which lead to municipal progress and public benefit. His work has not yet reached its full fruition but, like the constantly broadening ripple on the surface of the water, its effect is still felt in the upbuilding and improvement of the city. Mrs. Leary still makes her home in Seattle and is very active in charitable work and in club circles, being identified with many women's clubs. Mr. Leary was also president of the Rainier Club, the leading social organization of Seattle, and those who came in contact with him entertained for him the warmest friendship, the highest admiration and the greatest esteem. His was a life in which merit brought him to the front and made him a leader of men.

HERMAN CHAPIN.

Herman Chapin has been a prominent figure in financial circles in Seattle for almost three decades and is thoroughly familiar with the history of business advancement here. His capability in recognizing and utilizing opportunities has been a strong feature in his growing success and his course is indicative of what may be accomplished when determination and laudable ambition lead the way.

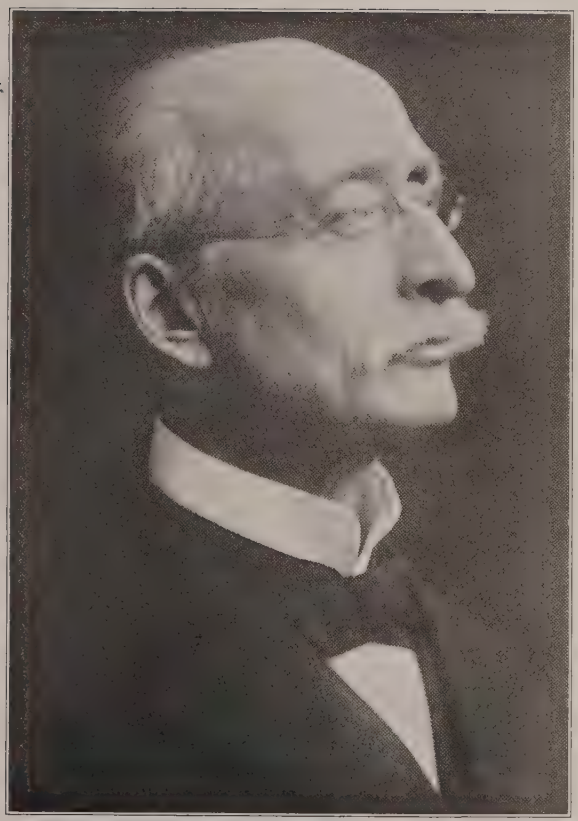
Mr. Chapin was born at Brookline, Massachusetts, on the 29th of June, 1858, his parents being Nathaniel Gates and Harriet Louisa Chapin. He prepared for college at the school conducted by H. W. C. Noble at No. 40 Winter street, Boston, and in 1875 he entered Harvard College, from which he was graduated in 1879 with the degree of Bachelor of Arts. Following his graduation he was associated for nine months with the firm of Chapin & Edwards, of Chicago, the senior partner being his brother. Later he was connected with the Massachusetts

National Bank in Boston and in August, 1886, he came to Seattle, where he organized the Boston National Bank in the fall of 1889. In the meantime, or in 1887-88, he erected the Boston block and Colonial building at Second avenue and Columbia street and a row of houses on Pike street and Sixth avenue, thus becoming identified with the material improvement of the city. At intervals during the succeeding fifteen years he erected the Rialto building at Second avenue and Madison street, the MacDougall and Southwick building at Second avenue and Pike street, the Seattle National Bank building at Second avenue and Columbia street (the successor to the Colonial building), the Pythian building at First avenue and Pike street, the Bon Marche building at First avenue and Union street, the W. P. Fuller building at second avenue and Jackson street, and the wholesale building at Third avenue South and Jackson street. His operations have thus been extensive in building lines and Seattle owes many of her finest structures to his efforts. Moreover, he has figured equally prominently in financial circles, having been president of the Boston National Bank for about fifteen years, president of the Washington Savings & Loan Association for seventeen years and a director of the Seattle National Bank for several years.

On the 15th of June, 1898, in Seattle, Mr. Chapin was united in marriage to Miss Mary Arquit, who died July 17, 1900. Mr. Chapin is a Unitarian by birth and association and in politics is a republican but not an aggressive partisan. He belongs to the most prominent clubs of the city, including the Rainier, the University, the Athletic, the College and the Seattle Golf Clubs of Seattle, and to the Union Club of Tacoma. An eminent statesman has said that the finest type of American citizen is the man who is born and reared in the east but seeks the west with its opportunities, in which to give scope to his dominant qualities. The training and culture of the east find a field of expression in shaping the golden west and in developing the great cosmopolitan cities which have sprung up on the Pacific coast. Such has been the work of Herman Chapin, and his efforts has been far-reaching and beneficial, constituting an important element in Seattle's advancement and prosperity.

ROGER S. GREENE.

The descendants of many of the distinguished families of the Atlantic states have become the builders of our own communities. This is particularly true of the New England states, which have contributed a large army of their sons and daughters whose brain and brawn have helped develop the resources and build up an empire in that vast region west of the Rocky Mountains. The subject of this sketch, for several years the chief judicial officer of Washington Territory and now one of the ablest lawyers of the Seattle bar, is one of New England's sons whose high integrity, and whose efforts to elevate the tone of society and keep pure the moral sentiment of the community, make a double claim upon our respect and recognition. He comes of old New England stock, and in his character can be detected some of the strongest virtues of his ancestry. On the maternal side he is a grandson of Roger Sherman, one of the signers of the



JUDGE ROGER SHERMAN GREENE

Declaration of Independence. His mother, Mary Evarts, was the daughter of Jeremiah Evarts and a sister of William M. Evarts, recently United States senator from New York, who for many years has been recognized as the ablest member of the American bar. His father, Rev. David Greene, a native of Stoneham and long a resident of Boston, Massachusetts, was for twenty years corresponding secretary of the American Board of Commissioners for Foreign Missions. The family residence was at Roxbury, Massachusetts, now a part of Boston, and there December 14, 1840, Roger Sherman Greene was born. Here his boyhood was passed until his eighth year, when the family removed to Westborough, Massachusetts, and two years later to Windsor, Vermont. He received a most carefully conducted elementary education, and after completing an academic course entered Dartmouth College, from which institution he was graduated in 1859. Soon thereafter he began the study of law in the office of Evarts, Southmayd & Choate in New York city, a firm composed of as brilliant men as ever adorned the bar of the metropolis of America, each of whom had at that time gained national renown. In this office as student and afterwards as managing clerk, he had an excellent opportunity of gaining a most valuable preliminary legal training. In May, 1862, he was admitted to practice, but at this stage of his career the war for the overthrow of the Union had begun to assume the aspect of a great struggle, and his loyalty to his country induced him to abandon the idea of beginning his professional career and to enter the service of his country. In September, 1862, he enlisted under commission of second lieutenant of Company I, Third Missouri Infantry. In March following he was promoted to first lieutenant in the same company, and in 1863 was made captain of Company C, Fifty-first United States Colored Infantry, serving as such until honorably discharged by acceptance of his resignation in November, 1865. He also served during this period as judge advocate of the District of Vicksburg at the close of 1864 and beginning of 1865, and judge advocate of the Western Division of Louisiana from June, 1865, until retirement from service. He received a gunshot wound through the right arm in the general assault on Vicksburg, while in command of his company, May 22, 1863.

After the close of his military service, Judge Greene was offered the position of assistant United States district attorney for the southern district of New York, but declined the office, and in January, 1866, began the practice of his profession in Chicago, where he occupied the same office with Perkin Bass, then United States attorney, with whom he was ultimately associated in practice. He remained in Chicago until his appointment by President Grant as associate justice of the supreme court of Washington Territory, when he settled at Olympia. He was twice reappointed, holding the office until January, 1879, when he was commissioned chief justice, at which time he removed to Seattle, where he has since continued to reside. In 1883 he was reappointed chief justice and served until the close of his term in March, 1887. Upon retiring from the bench, Judge Greene formed a co-partnership in the practice of law with C. H. Hanford and John H. McGraw, which a few months later was dissolved and a new firm formed under the style of Greene, McNaught, Hanford & McGraw. A year later this firm was dissolved, at which time Judge Greene temporarily retired from practice. In June, 1889, he resumed his professional labors, and has since been associated as partner with J. J. Turner under the firm name of Greene & Turner.

A prominent member of the Seattle bar writes of the character and ability of Judge Greene as follows:

In the life record of one who has served the public in positions of responsibility and been an actor in important public events, it is proper to give a just estimate of the man and describe the qualities of his nature and the principles which have guided his conduct. To do so fairly without bestowing fulsome eulogism on the one hand, nor disparaging by faint praise on the other, it becomes necessary to survey the field of his labor, and consider the weight and importance of the duties which he has undertaken to perform, the difficulties encountered, the measure of his success and the contemporaneous and subsequent criticisms or plaudits of his behavior. Thus, to estimate and describe the character, qualities and principles of a friend is the somewhat delicate task assumed by the writer. And now to begin: No court on earth possesses a wider range of jurisdiction than the district courts and supreme court to which congress and the territorial legislature gave cognizance, either original or appellate, of every case which could possibly be a subject for judicial determination within the bounds of Washington, a territory which by reason of its situation and geographical features, and the infinite variety of its natural resources necessarily became during the period of its development, the seat of transactions and occurrences giving rise to new questions under every branch and classification of law affecting the rights of either citizens or aliens on land, at sea, or in mines deep beneath the surface. The same men were required to preside as judges of the nisi prius courts, and also review the decisions and rulings made by each other when sitting en banc as an appellate tribunal. Among the qualities requisite for the performance of such duties are—a natural sense of justice, honesty, fairmindedness, firmness, courage, caution, industry, knowledge, a good memory, habits of close observation and accuracy, clearness of mental vision, quickness of perception and a physical constitution able to endure hard labor and unceasing mental strain; in brief, the position requires a man having a combination of all the highest and best attributes of manhood. To such a position Judge Greene was called in his thirtieth year, and for seventeen years thereafter he filled it in a manner to satisfy the people and gain for himself a reputation among the lawyers of the nation as an able, upright and fearless judge. His first appointment was for a term of four years as associate justice and judge of the second judicial district, including all the counties west of the Cascade mountains and south of Pierce, Kitsap and Jefferson. At that time he was a non-resident and unknown in the territory. He at once came with his family, established his permanent home in the territory, and with enthusiasm joined his new townsmen and neighbors in all plans and efforts towards material, social, intellectual and religious advancement. Besides performing all official duties in a most thorough and painstaking manner, and laboring with his own hands in making a home for his family, he assisted home enterprise in initiating railroad construction; he aided social and literary associations by delivering lectures gratuitously, and he became a zealous worker among the churches and Sunday schools of the Baptist denomination.

At the expiration of the term for which he was appointed, upon the recommendation of the bar of his district, President Grant reappointed him for a second term of four years; at the end of that period upon like recommendation,

President Hayes again reappointed him and upon the retirement of Chief Justice Lewis in 1879, he became chief justice of the territory and judge of the third judicial district. In 1883 President Arthur gave him an appointment for a second term, and he continued to serve until relieved by Richard A. Jones in March, 1887.

In the performance of his official duties, Judge Greene did not spare himself labor. He gave to every case a patient and thorough investigation. Besides the supreme court, he held ten terms of the district court each year, and at each term delivered a carefully prepared written charge to the grand jury. In deciding the new and important questions which were constantly being submitted to him he generally committed his views to writing before announcing them, and yet the delays suffered by litigants were only in a slight degree, if at all, due to the withholding of decisions for the sake of time to prepare opinions. He was always prompt in the dispatch of business, and after a question had been submitted his decision followed quickly. He has been criticised for laxity in administering the criminal law, but the criticisms were not merited, for while Judge Greene gave to every person arraigned before him a fair trial, and although his heart was full of sympathy and free from malice towards transgressors, yet the records of his court will show that in sentencing convicts he dealt out punishment with greater severity than most judges do.

While it will not be said that his judgments are free from error or that as a judge he was infallible, still it is true that after giving credit for the good, debiting him for all errors and striking a balance, his record is above the average of good judges. All who have known him agree that all his judgments were intelligent and conscientiously rendered.

Since returning to practice as a member of the bar, Judge Greene has been successful in securing the confidence and esteem of a large number of desirable clients and building up a large practice. He is a scholarly, experienced and skillful lawyer, just in the prime of his manhood apparently, with many years in which to be useful yet before him.

Upon becoming chief justice of the territory in 1879, Judge Greene changed his residence to Seattle, and from that time this city has not had among all her loyal sons a more ardent lover or useful citizen. It is something to be thankful for that so glorious a city, with all her other advantages and resources, is so richly endowed in the talents of a large number of her citizens who may be relied upon to aid in her future progression.

It is many years since the foregoing sketch was published in another volume. To it the writer of this history wishes to add briefly.

It has been the good fortune of the latter to know Judge Greene during all the years since his arrival at Olympia and to all that is commendatory in the foregoing he gives his earnest approval.

After his arrival in the territory Judge Greene devoted most of the time and service permitted him from the exactions of his judicial position to church and missionary labors. Of him at that time a true story is told, of interest in this connection. A member of the same church as he seriously objected to the judge being put on any committee or board, because "in any group of persons of whom the judge was one, he always had the majority with him and generally all unanimous." This argument had enough of truth in it to give it some solidity;

but in fact the judge was sometimes in the minority, as for example at the lynching related elsewhere.

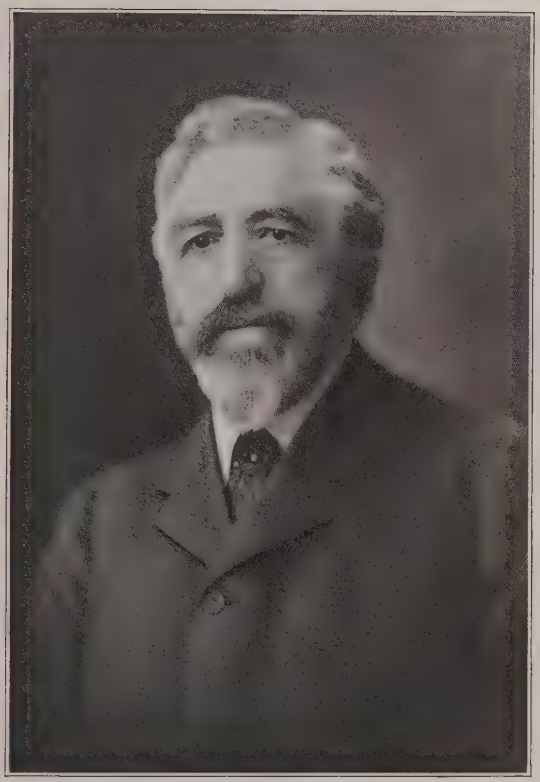
This is illustrative, in its way, of the appreciation shown by his co-workers of the sound judgment, good sense and unselfish devotion ever manifested by him in his religious, humane and benevolent activities.

Since his retirement from the bench nearly thirty years ago, while he has continued in the active practice of his profession, he has each year widened the field of his unremunerated activities in civic advancement and in the cause of religion, temperance, morality, benevolence and broad-minded humanity, at the same time giving pecuniary aid at all times to the needy and unfortunate.

JACOB FURTH.

While a city owes its existence, its upbuilding and improvement not to a single individual but to the united efforts of many, there are always those who are leaders in the public life and whose efforts constitute the foundation upon which is builded much of the material prosperity and the civic advancement. To this class belonged Jacob Furth, who was long prominently known in banking circles of the northwest and who was most active in establishing and promoting the street railway system of Seattle and the interurban systems of this section of the country. The extent and importance of his activities, indeed, made him one of the valued residents of the northwest and his record indicates what may be accomplished by the young man of foreign birth who seeks the opportunities of the new world and has the energy and determination to improve them. But while Jacob Furth was masterful, commanding and dynamic in his business affairs, he regarded business as but one phase of existence, and he was not less the public-spirited citizen and the philanthropist than he was the successful financier. Indeed, there was no period in all of his career when business so occupied his attention that he would not turn to listen to some plan for the city's betterment or some tale whereby his personal aid was sought for an individual or an organization. He is therefore entitled to three-fold prominence.

Mr. Furth was born at Schwihau, Bohemia, November 15, 1840, a son of Lazar and Anna (Popper) Furth, who were also natives of that land. After attending school to the age of thirteen years Jacob Furth began learning the confectioner's trade, which he followed for three years. The tales which reached him concerning the opportunities of the United States determined him to try his fortune in America when he was a youth of sixteen, and with California as his destination he bade adieu to friends and native land, arriving in San Francisco in 1856. A week later he left the California metropolis for Nevada City, using his last ten dollars in making the trip. Financial conditions rendered it imperative that he obtain immediate employment and he accepted a clerkship in a clothing store, where he was employed mornings and evenings, while the daytime was improved by attendance at the public schools for a period of about six months. He thereby acquainted himself with the English language, after which he put aside his textbooks and devoted all of his atten-



JACOB FURTH

tion to business. His salary was originally only forty dollars per month, but he proved so capable and faithful that promotion came to him rapidly and at the end of three years he was receiving three hundred dollars per month. The cost of living might then, as now, have received wide comment, but, notwithstanding this, he saved from his earnings enough to enable him to embark in business on his own account in 1862, at which time he opened a clothing and dry-goods store, which he conducted for eight years. In 1870 he removed to Colusa, where he established a general mercantile store, of which he remained proprietor until 1882. On account of impaired health he then made a trip to the Puget Sound country and, although Seattle was then scarcely more than a village, he recognized something of its opportunities and resolved to start a bank in the growing little town. In cooperation with San Francisco friends he organized the Puget Sound National Bank, with a capital of fifty thousand dollars, and took charge as its cashier. In the first few months of its existence he also acted as receiving and paying teller and bookkeeper and, indeed, was the only employe of the bank as well as its only officer in Seattle. It was not long, however, before the patronage increased, making it necessary for Mr. Furth to have assistance, and within a few years the capital was doubled and has since been increased several times without calling upon the stockholders to put up any additional money, the earnings of the bank being sufficient to increase the capital stock. In 1893 Mr. Furth was elected to the presidency and so continued until its consolidation with the Seattle National Bank, after which he became chairman of the board of directors of the latter. He became recognized as one of the foremost factors in banking circles in the northwest, thoroughly conversant with every phase of the business and capable of solving many intricate and complex financial problems.

Extending his efforts to other fields, he organized the First National Bank of Snohomish in 1896 and remained one of its stockholders and directors until his demise. He had similar connection with several other banks in different parts of the state and his efforts proved a stimulus in securing success for other business interests. In 1884 he organized the California Land & Stock Company, owning a farm of nearly fourteen thousand acres in Lincoln county—one of the largest in the state—the greater part of it being devoted to wheat growing, with some grazing land and pasture for cattle and horses. Of this company Mr. Furth continued as president until his death. Even that added to his financial affairs did not cover the scope of his activities. He was not only a student of conditions affecting his individual interests, but also of those conditions affecting the city and growing out of its development and advancement. When Seattle's increasing population made it necessary that there should be street railway facilities he became interested in the subject and as appliances for the operation of electric railways were developed and perfected his energies were more and more largely directed to the building and management of urban and interurban electric railway systems. The year 1900 witnessed the organization of the Seattle Electric Company, of which he became president and which now operates more than one hundred miles of track. He aided in organizing and became the president of the Puget Sound Electric Railway in 1902, this corporation controlling the line between Seattle and Tacoma and also owning the street railways in Tacoma and most of the other cities and towns of the Puget

Sound country. He was also president of the Vulcan Iron Works. Mr. Furth made further investment in property, including much Seattle real estate and splendid timber lands throughout the northwest. His sound business judgment and sagacity were shown in the excellent income which resulted from his investments, making him one of the foremost men in wealth as well as in business enterprise in the northwest.

Ere leaving California Mr. Furth was married to Miss Lucy A. Dunten, a native of Indiana, and they became the parents of three daughters: Jane E., Anna F., and Sidonia, the second daughter being now the wife of Frederick K. Struve. The family is widely and prominently known in Seattle, occupying a position of leadership in social circles.

Mr. Furth was a valued representative of the Masonic fraternity and of several social organizations. He became a Mason in Colusa county, California, in 1870, and while there residing was master of his lodge. He was also a Royal Arch Mason and he belonged to the Rainier Club, the Golf Club, the Commercial Club of Seattle and the Seattle Chamber of Commerce. He was president of the last named for two terms and his identification therewith indicated his interest in the city's upbuilding and business development. He voted with the republican party and sought its success without desiring official reward. He served, however, as a member of the Seattle city council from 1885 until 1891 and in that connection, as in private life, labored earnestly for the benefit and upbuilding of the municipality. Mr. Furth had no special advantages beyond those which others enjoy, but he worked perhaps a little harder, a little more persistently, studied business situations and questions more thoroughly and thus was able to make more judicious investments and to direct his labors more intelligently, with the result that he won place among the most prosperous citizens of the northwest, ranking, too, with those who, while promoting individual prosperity, advance the general welfare. Indeed, it was his public service for the benefit of his city and his kindliness to his fellowmen that gained him a firm hold upon the affection of those with whom he was brought in contact. He passed away in June, 1914, and the Post-Intelligencer wrote of him:

"More than a half century ago a Bohemian boy left the confectioner's shop in Buda-Pesth where he was employed and crossed the great ocean to seek his fortune in the golden west of America. The boy brought with him a heritage of virtues—sobriety, thrift, industry and honesty. He set himself a high ideal, and throughout a long life which saw the poor boy transformed into the man of riches and power, throughout a life which put into his hands the means of working great good or great evil, Jacob Furth steadfastly followed that high ideal, practicing in private as in public the simple creed of honesty and kindliness, making of his every act the example of a courageous, intelligent gentleman and leader of men. A steadfastness of purpose, a judgment unbiased by prejudice, a devout belief in the good which lies in all human kind, a faithful adherence to the old-fashioned virtues which are the foundation of our civilization; these traits characterized Jacob Furth, molder of great enterprises. To his own family Mr. Furth was a loving husband and father. To his business associates and subordinates he was the courteous gentleman, the great leader, quick to grasp and utilize large ideas, the fair-minded judge and the liberal employer. His charities are beyond the enumeration of even those closest to

him. He gave publicly on every worthy occasion, but always without ostentation. He gave privately beyond the belief of even his closest friends, and always aimed to make his giving a matter of substantial aid rather than charity in the narrower sense of the word.

"In the community which he served so many years Jacob Furth was a leader. His counsel served time and again to guard against hasty and hot-headed action, and in business his advice was regarded as invaluable. Jacob Furth served Seattle loyally and the highest ideal actuated him in questions of public moment. From the day he chose this city as his home he gave liberally of time and influence and energy to build up the community about him. Possessed of great power throughout his maturity, Mr. Furth strove to serve honestly and faithfully those who put their faith in him and to help his fellowmen by standing for the things his judgment told him were best for the community. The figure of Jacob Furth has been familiar to Seattle, identified with great affairs of this city for the past thirty-one years. Of medium stature, broad of shoulder and vigorous, age seemed to encroach little upon him. His rugged face spelled power and self-mastery, and the eyes, which looked upon the world from behind lenses, were a fascinating reflection of the mind of the man, at times kindly and smiling, at times commanding, often sympathetic. Always this intelligent gaze was leveled on whomever Mr. Furth addressed, a direct, fearless glance which appraised and judged rapidly and accurately.

"Calm self-control was the most striking characteristic of the banker. When he spoke it was in low tones, clear and forceful, and he wasted few words. He listened much, weighing and judging, with attention riveted on the matter in hand. His decisions were given rapidly, but without haste. Kindliness was a great ingredient of Mr. Furth's character. Throughout his life he displayed a ready sympathy for all manner and conditions of people, a sympathy which could put him into the attitude of any person who came to him with a problem to solve. 'Mr. Furth could put himself in the place of a boy of ten who had broken his skates as readily as he could understand the feelings of a man or woman in their greatest misfortune,' said one who knew him intimately. Members of his family never hesitated to consult him even during business hours on the most commonplace of domestic problems and always found him ready to drop the big business in hand to understand and advise in their perplexities. Strangers of any degree had no difficulty in gaining an audience with the banker and railway president. He could be found at his office in the Puget Sound National Bank (now the Seattle National) or in the Electric Company office, in the Pioneer building, at any time from eight until six o'clock, and the request for an interview was sufficient to gain audience.

"As a man of great power, Mr. Furth was perpetually sought by men with schemes—good, bad and indifferent. The great strength of the man who deals in millions, who finances and manages great enterprises or who puts his capital out at interest is his judgment of men. Mr. Furth made up his mind promptly and from his own observation. A personal interview was almost invariably the manner by which the banker decided on a course of action. Once he had satisfied himself of a man's honesty he stood ready to back his opinion with all the money that reason justified employing. The reputation of a man who practices simple honesty, who serves faithfully and well those who trust him is

the greatest gain he can hope from life. Such a reputation Jacob Furth built up in his handling of large affairs in this city, and as the affairs grew in importance the name and reputation of the man grew with them until his was a figure of more than local fame. The crown of this phase of a busy career came at the time of the great earthquake and fire which in three brief days devastated the city of San Francisco. When the appeal of the stricken city went out to the world hearts were touched and purses opened in every state of the Union. There was a tremendous competition to get into the stricken city those things most needed by the homeless thousands. The great state of Massachusetts raised a million dollars by public subscription and sought to put this money to its best use for the benefit of the fire sufferers. Far distant from the disaster, it was decided to employ some agent whose honesty and judgment would best serve the purpose of the subscribers. Jacob Furth, the banker, thousands of miles away in Seattle, was the man chosen. To him Massachusetts handed a million dollars with the simple direction that it be spent for the best interests of the people of San Francisco. Here was a task to try the greatest man. A million dollars is a tremendous power for good or evil. San Francisco was in chaotic state and it was difficult indeed to learn the needs of the city or how to administer to them. Mr. Furth undertook the trust with characteristic calmness and dispatch. Relief work was organized rapidly and carried out systematically. Ways were devised of doing the greatest good with the money at hand, and the things most needed found their way to the hands of those most in want. As simply as he undertook the slightest problem, as seriously as he undertook the biggest transaction, Jacob Furth accepted the trust of Massachusetts and did its errand of mercy.

"Some months later Mr. Furth journeyed to Boston to make an account of the funds in his care. On this occasion he was the guest of honor at a banquet complimentary to his work and his honesty, a banquet at which the governor of Massachusetts, the mayor of Boston and many noted men were present to thank the agent of a state's charity. The thanks given on this occasion by speech and by the press made a profound impression upon Mr. Furth. His shrewd appraisement of values placed this incident, where it belongs, amongst the greatest moments of his busy life. No man could seek greater honor than this mighty faith in his ability and his integrity."

When Jacob Furth passed away expressions of the deepest regret were heard on every hand, and men who guide the destinies of Seattle along the lines of its greatest activity, professional, commercial and municipal, bore testimony to his worth. One said: "Seattle has lost its greatest friend. There was never a man in this city who could have accomplished for the transportation of Seattle what was brought about by Mr. Furth, but since all this was known best to those who have lived here for long, the later generations are unaware of it." Another said: "Should Mr. Furth in his lifetime have suddenly withdrawn the energy and money he put into this city, there are many now in prosperous business life who would not be here. He was a strong factor in commercial and transportation life, such as has been given to few cities on the continent to enjoy. He helped many men in public life whose stories were a sealed book to all but the great benefactor who has passed away, for he never told of them. He helped others, not from a mercenary motive, but because he wanted to see

everybody prosper." Seattle's mayor expressed his opinion of Mr. Furth in the following words: "His was one of the kindliest personalities I ever knew. He did much for Seattle and the northwest and aided immeasurably in its material upbuilding." J. E. Chilberg, president of the new Chamber of Commerce, spoke of Mr. Furth as follows: "Mr. Furth was one of the oldest and most active members of the Chamber of Commerce. In his capacity as trustee he rendered invaluable service. As one of the oldest bankers in the city he was progressive and generous, always ready with help and encouragement to advance the business interests of Seattle. He was a liberal contributor to all funds requiring the expenditure of money for the benefit of the community. Mr. Furth occupied a position unique among our citizens. As a public-spirited citizen he was essentially a product of such times, and the early history of Seattle, which necessitated cooperation and banded business men together for the common good. He was one of a class of citizens now passing from us that no future condition of Seattle will or need develop. Hundreds of business men will mourn the loss of their best business friend, one who never failed them in their hour of need." Judge Thomas Burke wrote: "Jacob Furth was an unusual man. To exceptional ability he united a high order of public spirit and great kindness of heart. It would be difficult to overestimate his work in the upbuilding of Seattle. His time, his strength and his money were always at the call of the city. In his many years of residence here I doubt if he was ever once called upon for help or leadership in any public matter in which he failed to respond and respond cheerfully, liberally and with genuine public spirit. He was a man of sound judgment and admirable balance. He never lost his head no matter how great the exicitement or agitation around him was. No one could hold fifteen minutes conversation with him without feeling that he was talking with a man of great reserve power. He was a man of courage and wonderful self-control. He kept his own counsel, whether it related to the transaction of his large and varied business affairs or to the numberless acts of kindness which he was constantly doing for others. It has fallen to the lot of few bankers, in this or any other community, to do so many acts of substantial kindness for his customers and for others. Many a man in this community owes a debt of gratitude to Jacob Furth for a helping hand at a critical juncture in his affairs. His passing from the scene of action here is, and will continue to be for many years to come, a serious loss to Seattle."

Love of family was one of the most marked of Jacob Furth's traits. He enjoyed having his immediate kin about him more than any form of social entertainment. Consulted about guest lists he would name his children and consider the matter closed. So certain was he in this response that the matter became an affectionate joke among those dear to him. Not even Jacob Furth's family have a definite idea of the number of his charitable interests. He gave promptly and freely wherever his judgment justified giving. At times he was imposed upon, but he bore no ill will. As a rule his interest in the needy was wisely placed. To every public charity of worth Mr. Furth gave with equal liberality. His name has headed subscription lists innumerable and his influence and advice have solved many a problem of moment to institutions designed to do good. But the great test of charity is its application to private life. Charity that gives is fine, but how much finer the charity that rules every act! Those

who knew Mr. Furth intimately are agreed he did not bear ill will. Men who deceived him he refused to deal with, but for them he could always find extenuation. His faculty of placing himself in another's situation gave him insight and sympathy which placed values in their true light. He always found time to express understanding of and sympathy for the motives of those who were against him.

Jacob Furth came to Seattle a successful man in the prime of his life. He brought a splendid heritage—rugged health, honesty, sobriety, thrift and a keen judgment. He guided himself by a simple creed, striving to do right as he saw it, to understand and forgive those who were against him, to be just and to be kind. He succeeded as few men may hope to succeed. Though the immigrant boy rose to a position of tremendous power and responsibility, he served well and wisely, and in his success he gave unsparingly to help those about him and the community of which he was proud. The passing of Jacob Furth is the passing of a figure of tremendous interest, it marks the close of a career which embodied those virtues that may well serve as a pattern for men. A father has been lost to his family; a loved neighbor has been taken from the community; a leader has passed from the city, and a kindly, generous gentleman has gone to his reward.

JUDGE ORANGE JACOBS.

When one examines into the records of Washington it will be seen that a potent element for good has been the work of Judge Orange Jacobs, deceased, who was one of the territorial chief justices and who throughout his entire life remained an active factor in public affairs in the northwest. A native of New York, Judge Jacobs was born in Genesee, Livingston county, on the 2d of May, 1827, and was descended from English ancestry, although representatives of the name have lived in America from early colonial days, when the family was founded in Massachusetts. Hiram Jacobs, the father, was a native of New Hampshire and he served in the Black Hawk war with the rank of captain. In the east he married Phebe Jenkins, a native of Massachusetts, and in 1830 they removed westward to Sturgis, Michigan, where they became farming people. It was thus that Mr. Jacobs became identified with the military operations which subdued the red men in Illinois and led to their removal westward. In 1849, attracted by the gold discoveries in California, he made his way over the plains, crossing the hot stretches of sand and traversing the mountain passes until he reached the Pacific coast, remaining for three years in that section of the country.

Judge Jacobs was reared amid pioneer surroundings and his early education was acquired in one of the old-time log schoolhouses of the frontier. Later he had the opportunity of pursuing his studies in Albion Seminary and still later he matriculated in the University of Michigan at Ann Arbor. When a young man he took up the profession of teaching and while thus engaged devoted his leisure hours to the study of law. In 1852 he was admitted to the bar and believing that he might have better opportunities in the new and growing west, he crossed the plains to Oregon. In 1857 he became a resident of Jackson county.

Oregon, where for several years he was accorded a liberal clientage in the practice of law. Moreover, he became a leader of public thought and action both through his public work and through his connection with journalism. For a number of years he edited and published the Jacksonville Sentinel and wrote strong and logical arguments to uphold the Union and to present the question of secession in the light in which he viewed it. He was also an opponent of slavery and in the name of humanity urged the adoption of higher national standards regarding these questions. Then the republican party sprang into existence, the result of the efforts of men who wished to prevent the further extension of slavery into the north. Judge Jacobs joined the ranks of the new organization and such was his ability and prominence in the party that he lacked but one vote of becoming its candidate for the United States senate. In the meantime as a lawyer he had become well established by reason of his superior ability in presenting a cause before the courts, his logical deductions and his clear, forceful reasoning.

In 1867 he was appointed associate justice of the supreme court of Washington territory and he had served upon the bench for less than a year, when, without solicitation upon his part, the general assembly of the territory asked for him presidential appointment to the position of chief justice. President Grant acquiesced in this request and for six years Judge Jacobs sat upon the bench of last resort in the highest judicial position within the territory. The fairness and impartiality of his decisions have ever been widely recognized and he is one of the eminent members of the bar of the northwest, whose course reflects great credit and honor upon the judicial history of the state. When the republicans nominated him for the office of delegate to the United States congress he resigned his position upon the bench, entered upon the work of the campaign and was elected, representing the territory in the national halls of legislation during the fifty-fourth and fifty-fifth congresses. It was his desire to see Washington admitted into the Union and he put forth every effort to bring this about. He was also instrumental in gaining increased postal facilities for the territory and in securing the passage of the lighthouse bill. He gave careful consideration to each question which came up for public settlement but at the end of two years he declined to again become a candidate and returned to Seattle, where he resumed the private practice of his profession. His fellow townsmen, however, were not content to have him out of office and in 1880 elected him to the position of mayor of Seattle and would have renominated him at the close of his first term had he not declined to again become a candidate. In 1884, however, he was once more called to public life, being elected a member of the territorial council and in that body he was made chairman of the judiciary committee and of the committee on education. His work was far-reaching and beneficial in its effects. He was very active in securing the appropriation for the penitentiary, for the insane asylum and for the university, and for many years he took a very deep and helpful interest in promoting the welfare of the university. For many years he acted on the board of regents and for a decade was treasurer of the board. In 1889 he was elected a member of the commission to form a new charter for the city of Seattle and here his signal ability and knowledge of law proved of great value in securing the paper which gave a legal existence to the city. The charter was adopted by public vote in 1890,

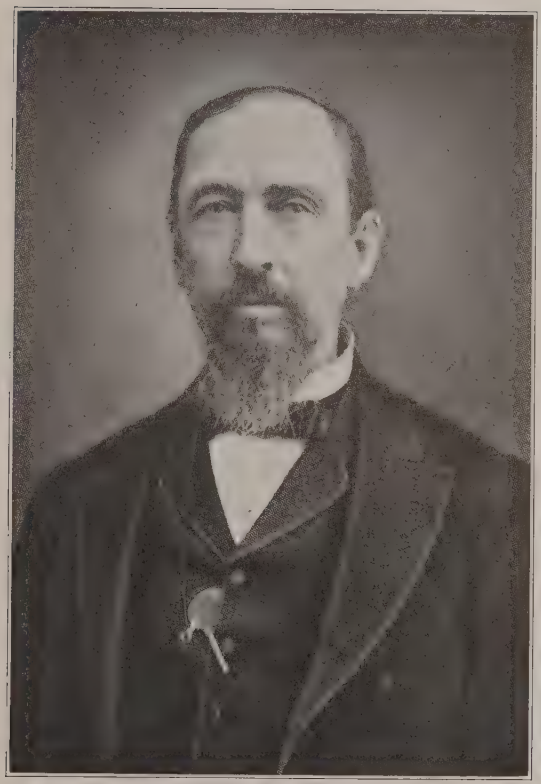
and under its new municipal organization Judge Jacobs had the honor of being elected corporation counsel. In 1896 he was elected superior judge of King county, serving for four years, during most of which time he had charge of the criminal department. During the whole of his long service on the bench very few of the cases decided by him were appealed and carried to the supreme court and such was the wisdom of his opinions that only three of his decisions in criminal cases were ever reversed.

On the 1st of January, 1858, Judge Jacobs was married to Miss Lucinda Davenport, a native of Ohio, and a daughter of Dr. Benjamin Davenport, of that state, who in 1851 crossed the plains to Oregon. Dr. Davenport was a graduate of Rush Medical College of Chicago and made his way to the west in 1851 on account of his health. He settled in Marion county, Oregon, where he had a claim, to which he devoted his attention but did not resume the practice of medicine after his removal to the west. He brought his family with him, driving across the country with ox teams over what is now known as the Oregon trail. His wife bore the maiden name of Sarah Gott and they had five children, four sons and one daughter. Timothy W. studied medicine but turned to country life and engaged in farming. He became a great student but has now passed away. John C., a resident of Hoquiam, has engaged in merchandising, in milling and trading. Joseph, who resided in Colfax, Washington, is deceased. Benjamin, who resided on the old family homestead in Marion county, Oregon, and engaged in farming, is also now deceased.

Mr. and Mrs. Jacobs became the parents of ten children, seven of whom are living: Hiram J., Harry, Edwin, Orange, Estella, Donna and Jessie. Of these the eldest daughter is now the wife of A. L. Clark. Abraham Lincoln passed away in 1907. In 1848 Judge Jacobs became a member of the Independent Order of Odd Fellows, continuing in connection therewith until his demise, filling all of the offices in the subordinate organization. He was made a Master Mason in Sturgis, Michigan, in 1852, and his life exemplified the beneficent spirit of the craft. Mrs. Jacobs is a member of the Pioneer Society and of the Suffrage Club. The death of Judge Jacobs occurred May 22, 1914, when in his eighty-eighth year. He was numbered among the honored pioneer settlers, lawyers and jurists of the northwest and the impress of his individuality was always an element for good along the different lines in which he put forth his activity. He worked with equal sincerity and purpose for the upbuilding of his city, for the interests of the state and for the progress of the nation, as at different periods he was connected with affairs of his municipality, his commonwealth and his country.

HON. JOHN J. McGILVRA.

An illustrious name on the pages of the state's history is that of Judge John J. McGilvra and time serves but to heighten his fame as his works stand out in their true light and perspective in relation to other events of the period in which he lived and labored. He gathered distinction as a member of the bar and honors were accorded him along other lines, his entire life history indicating what



HON. JOHN J. McGILVRA

may be accomplished when the individual is prompted by ambition and energy in a land of opportunity. From his twelfth year he was dependent upon his own resources, and few associates of the little lad who at the age of twelve was working as a chore boy for four dollars per month, would have predicted that he would become one of the eminent jurists of the northwest.

Judge McGilvra was born in Livingston county, New York, July 11, 1827, and was descended from Scotch ancestry, from whom he inherited many sterling traits. The family was founded in America by one of the name who in 1740 became a resident of Washington county, New York, and who was the great-grandfather of Judge McGilvra. The grandfather was born in Washington county and lived the life of an energetic, enterprising farmer for a period of seventy years. His son, John McGilvra, was also born and married there, after which he removed to Livingston county, New York, where he secured a farm which he developed and improved.

Judge McGilvra was one of a family of seven children who were reared upon the old homestead in Livingston county, New York. The public-school system of that portion of the state provided him his educational privileges until he reached the age of seventeen years, when he went with his parents to Illinois and became a student in an academy at Elgin, that state. In the meantime, however, he had begun providing for his own support. When in his twelfth year he secured a a position as chore boy at a salary of four dollars per month and at other times he worked for his board and the privilege of attending school. He was ambitious to advance, however, and utilized every means that enabled him to progress. He afterward took up the profession of teaching, but regarded it merely as an initial step to other professional labor and in 1850 began preparation for the bar as a law student in the office of Hon. Edward Gifford, a graduate of Yale College and of the Cambridge Law School. He afterward read law under the direction of Ebenezer Peck, a prominent Chicago attorney who was later one of the judges of the court of claims.

In 1853 Judge McGilvra was admitted to the bar and during the period of his residence and law practice in Chicago he became well acquainted with Abraham Lincoln. A door opened between their respective offices and each looked after both offices during the absence of the other. The friendship and high regard which thus grew up between them continued, and when Mr. Lincoln was elected president he appointed Mr. McGilvra to the position of United States attorney for Washington territory in 1861. It was during his residence in Chicago that he also became intimately acquainted with Chief Justice Fuller, their offices being not only in the same building but upon the same floor.

With his appointment to the position of United States attorney for Washington territory, Judge McGilvra removed with his family to the northwest, establishing his home in Olympia, but in the fall of that year they went to Vancouver, where they resided until 1864. In the meantime Judge McGilvra had been studying geographic and other conditions bearing upon the development of the west and had become convinced that Seattle would be the metropolis of the territory. In that year, therefore, he established his home in the city which continued to be the place of his residence until his demise. For five years he continued to serve as United States attorney and then declined reappointment to the position in order to give undivided attention to the private practice of law and to active effort

along political lines. He was not only a student of legal principles but of the signs of the times and it would have been impossible for him to continue inactive in relation to public affairs which shaped the political history of the territory. He was a natural leader of men and he did much to mold public opinion. In 1866 he became the republican nominee for the office of member of the territorial legislature and following his election devoted considerable attention to procuring the passage of a bill that secured an appropriation of twenty-five hundred dollars for the opening of a wagon road through the Snoquamie pass, this being the first line of connection between the eastern and western parts of the territory save that afforded by the Columbia river. No other work which he could have performed would have been so beneficial to the territory in the development of Seattle and of this portion of the northwest, for it formed the only highway between eastern and western Washington north of the Columbia river prior to the time the Northern Pacific Railroad was built. His views in this matter seem prophetic, for during the last year the road through his pass and over the mountains has been completed and is known as the Sunset route. It gives an automobile route second to none in America for beautiful scenery and the pass has become the gateway between the east and southern California. The Northern Pacific Railroad Company seemed determined to suppress Seattle and blight its future by making Tacoma its terminus, after the people of this city had offered many inducements for the extension of the line to this point. A public meeting was then held, in which Mr. McGilvra ably advocated the building of another road. This resulted in the organizing of the Seattle & Walla Walla Railroad Company. Mr. McGilvra drew up the articles of incorporation and the by-laws, and for several years transacted all the legal business of the company. In connection with Arthur A. Denny, James M. Colman and others, he became a most potent factor in raising money and in securing the construction of the new line. This virtually checkmated the efforts of the Northern Pacific and gave to Seattle a road of its own. In the effort the people of the city became very enthusiastic, and some two miles of the road was graded by picnic parties composed of Seattle's population, men, women and children participating in the work. Toward this valuable enterprise Mr. McGilvra gave sixty acres of land and his services for three years, and to his mental and physical efforts the success of the road was largely due.

Seattle called Judge McGilvra to the office of city attorney, which position he filled for two years. He afterward went to Washington, D. C., where he spent the winter of 1876-7 in prosecuting Seattle's claim to three hundred and twenty acres of land within the city limits under the town site law. He won the desired victory and during the same time he kept in touch with events in the west and gained knowledge that proved of great value at a later period. His attention was called to the fact that the Northern Pacific Railroad Company was attempting to change its branch line from the Skagit to the Natchez pass in the Cascade mountains and in order to do so had filed an amended plan or plat of its branch line with the commissioner of the general land office. Judge McGilvra at once directed the attention of Judge Orange Jacobs, then congressional delegate to Washington, to this fact and they both entered their protest against this unless the withdrawn lands on the Skagit line were restored to settlement. Later Judge McGilvra's services were retained by the people of King and other counties to assist Judge Jacobs in securing the restoration of those lands and after a prolonged struggle

he was successful and five million acres were thus opened to the people for settlement, although the Northern Pacific made strong opposition thereto. The speaker of the house of representatives, however, allowed Judge McGilvra the privileges of the floor and Senator Mitchell secured for him practically the same privilege in the upper house of congress. He appeared before all of the committees, made oral arguments and submitted printed briefs with the result as above indicated. History shows that at first the Northern Pacific seemed hostile to Seattle, did everything in its power to prevent its growth and crush out its future prospects, but Judge McGilvra's active work and that of his associates brought the railroad company to terms and the corporation was soon glad to ask favors of the growing metropolis on the Sound. Possibly no man in Seattle did more to secure her great waterworks system than Judge McGilvra, who at first strenuously opposed the plan, suggested by City Engineer R. H. Thomson, of bringing water from Cedar Mountain, if it would incur a greater indebtedness to the city than they should be called upon to meet. After the plans and specifications were submitted by Mr. Thomson to the Judge personally, he gave them his careful consideration for three or four days and, finding them feasible, gave the project his most hearty and unqualified support. Mr. McGilvra enjoyed a most enviable reputation as an able and learned lawyer and was connected with much of the most important litigation heard in the northwest. His practice proved to him a gratifying source of income and he began making investments in real estate, the rapid rise in land values making him in time one of the wealthy men of Washington. He purchased several hundred acres of land on the city side of Lake Washington and platted several additions to the city. At his own expense, in 1864-5, he opened Madison street its whole length to the lake, the project costing him fifteen hundred dollars. He subsidized the Madison street cable railway to the amount of one hundred thousand dollars. During the last ten years of his life he gave little attention to law practice, living retired save for the supervision which he gave to his property holdings. He spent considerable time in travel both in America and abroad and found great pleasure in visiting scenes of modern and historic interest.

Judge McGilvra was married February 8, 1855, to Miss Elizabeth M. Hills, a native of Oneida county, New York, as was her father, H. O. Hills, a representative of one of the leading old Connecticut families of colonial days. Judge and Mrs. McGilvra became parents of five children, of whom two survive: Carrie E., now the wife of Judge Thomas Burke, who was one of the most prominent lawyers of Seattle but is now living retired; and Oliver C., who for a considerable time was a member of the prominent law firm of Burke, Shepard & McGilvra. Since the dissolution of that firm he has engaged in practice alone.

The death of Judge McGilvra occurred at his home on the shore of Lake Washington, December 19, 1903, when he was seventy-six years of age. There are few men whose labors have been more directly beneficial in connection with the material development of the state, in upholding its legal and political status and in advancing its social and moral progress. During the period of the Civil war he was a member of the Union League and did everything in his power to uphold the government in its efforts to preserve the Union. While conducting law cases in Washington, D. C., in 1863-4 he formed the acquaintance of both Secretary Chase and Secretary Stanton and he did valuable service for the nation in connec-

tion with the removal of southern sympathizers from public offices in Washington, Oregon and California. He never ceased to feel the deepest interest in the welfare of his adopted city or state and his cooperation could at any time be counted upon to further public progress. At one time he was president of the Pioneer Society of Washington and to it, on the occasion of the annual reunion in June, 1902, he presented a magnificent lot on the shore of Lake Washington, at the foot of Madison street. A two-story brick house has been constructed thereon and in it is placed a suitable tablet bearing expressions of gratitude to Judge and Mrs. McGilvra for the donation of the lot. A contemporary biographer wrote of Judge McGilvra: "While in practice he was regarded as the peer of the ablest members of the bar, and his ability won him distinction in legal and political circles at the capital. It is said of an eminent man of old that he had done things worthy to be written, that he had written things worthy to be read, and by his life had contributed to the welfare of the republic and the happiness of mankind. This eulogy is one that can well be pronounced on Judge John J. McGilvra."

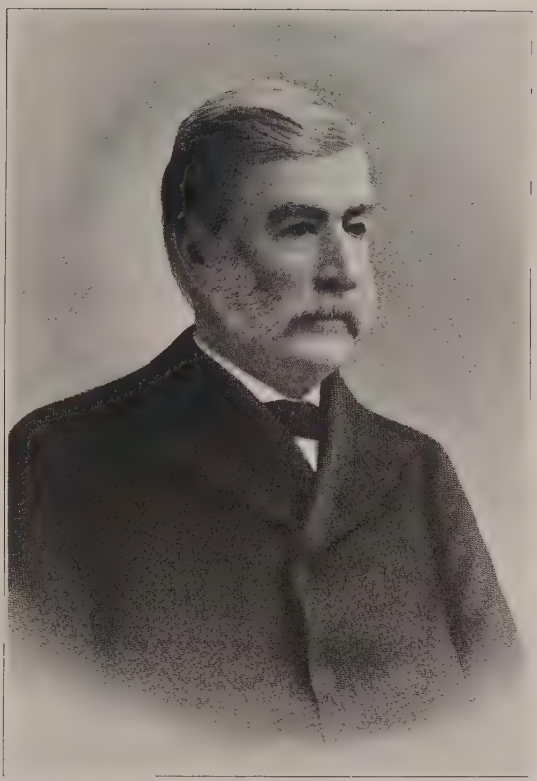
At his passing many who knew him well and had been long associated with him breathed the sentiment of the words:

"Take him for all in all,
I shall not look upon his like again."

COLONEL GRANVILLE OWEN HALLER.

The life record of Colonel Granville Owen Haller was an exposition of a spirit of lofty patriotism, manifest as strongly in his efforts for the development and upbuilding of the northwest as in his service through so many years as a member of the army. While he wore the nation's uniform he was a strict disciplinarian, prompt in executing the commands of a superior officer and equally alert to see that his own orders were faithfully executed. His nation's honor was his foremost thought. When he retired to private life he still felt that he owed a service to his country and he gave it in his efforts to promote progress and upbuilding in the northwest and Washington came to know him as one of its most honored and valued citizens. He was serving as president of its Old Settlers Society at the time of his demise.

Colonel Haller was born in York, Pennsylvania, January 31, 1819, and his father, George Haller, also first opened his eyes to the light of day in York. He died when his son Granville was but two years of age and the mother was left with four young children to care for and support. She displayed the spirit of sacrifice characteristic of the mother and so managed her affairs that she was able to give her children good educational opportunities. Granville O. Haller attended school in his native town and early in life determined upon a military career. Following examination by the board of military officers at Washington, D. C., in 1839, he was commissioned second lieutenant in the Fourth Regiment in the United States Infantry, although then but twenty years of age. In 1841-2 he participated in the Florida war, taking part in the battle of Big Cypress Swamp and the engage-



COLONEL GRANVILLE O. HALLER

ment which resulted in the capture of Halleck Tushnugger's band, which brought an end to the conflict. From the 1st of January, 1843, until he resigned, on the 10th of September, 1845, he was adjutant of the Fourth Infantry, and he became brigade major of the Third Brigade, United States Regulars under General Taylor, in Texas, in 1845. During the war with Mexico he commanded his company from the time of the siege of Vera Cruz until the city of Mexico was captured, participating in a number of hotly contested engagements in the valley of Mexico, including the attack upon the fortifications of San Antonio and the storming of El Molino del Rey. It was his valor and gallantry on that occasion that won for him the brevet of major. After participating in the capture of Mexico city and in skirmishing within its walls on the following day, the officer's report mentioned his gallantry and valuable aid. On the 1st of January, 1848, he was advanced to the rank of captain in the Fourth Infantry and afterward spent some time on recruiting duty.

In 1852 the order came for Majors Sanders and Haller to join the department of the Pacific with their respective commands and they sailed on the United States store ship Fredonia, by way of Cape Horn, arriving at San Francisco in June, 1853, thus completing the voyage of seven months. Major Haller and his company proceeded at once to Fort Vancouver, Washington, and later to Fort Dallas, Oregon, after which he was engaged in active military duty against the Indians when military force was of necessity employed to make them understand that the atrocities and murders which they had inflicted upon the settlers must be stopped. He was an active participant all through the Indian war of the northwest and rendered valuable aid to the government and to the brave pioneer people who were attempting to reclaim the region for the purposes of civilization. In the fall of 1856 he received orders to establish and command a fort near Port Townsend and the work, notwithstanding many formidable difficulties, was satisfactorily accomplished, and for many years the fort was garrisoned and known as Fort Townsend.

In speaking of his military career a contemporary biographer said: "While there the Major and his men were a most efficient force in protecting the settlers, and well does Major Haller deserve mention in the history of the northwest, for his efforts contributed in larger measure than the vast majority to the development of this region, for had it not been for the protection which he gave to the settlers the Indians would have rendered impossible the labors of the pioneers in the work of reclaiming the wild land for purposes of civilization and planting the industries which have led to the material upbuilding of this portion of the country. For some time Major Haller was with his command on board the United States ship patrolling the waters of the Sound and removed all foreign Indians from the district. While thus engaged he also participated in the occupation of San Juan island until the boundary question was settled. In 1860 he was assigned to Fort Majave, in Arizona, and while stationed there he treated the Indians with such consideration and justice that when his command had withdrawn he had so gained the goodwill of the red race that the miners had no hesitation about continuing their operations there and did so without molestation. In 1861 came orders for Major Haller to proceed with his command to San Diego, California, and afterward to New York city to join the army then being organized by General McClellan. He had previously been brevet major but on the 25th of September,

1861, was promoted to major of the Seventh Infantry but the members of the regiment were being held as prisoners of war in Texas and Major Haller reported to General McClellan and shortly afterward was appointed commandant general at the general headquarters on the staff of McClellan and the Ninety-third Regiment of New York Volunteers was placed under his command as guard of the headquarters. Major Haller was thus employed under General McClellan throughout the Virginia and Maryland campaign and the subsequent campaign of General Burnside and also for a short time under General Hooker. He was then designated provost marshal general of Maryland and later was detached and sent to York and Gettysburg to muster in volunteers and to get all the information possible of the movements of the enemy, also to order the citizens to remove the stock and property across the Susquehanna out of the way of the rebel army. While thus busily engaged in the service of his country, Major Haller was wrongfully reported for disloyalty to the government and in the latter part of July, 1863, he was dismissed from the service without a hearing. Astonished beyond measure, he demanded a hearing, which was refused. Not satisfied to submit to such a great wrong, after sixteen years of waiting he secured a hearing and was fully exonerated. His honor was fully vindicated and he was reinstated in the army and commissioned colonel of infantry in the United States Regulars. His command was the Twenty-third Infantry and he continued as its colonel from December 11, 1879, to February 6, 1882, at which time he was retired, being over sixty-three years of age."

During the period in which he was not connected with the army Colonel Haller was a resident of Washington territory and gave his attention to the development of a fine farm on Whitby island. His work demonstrated the possibilities of Washington for the production of nearly all kinds of agricultural and horticultural products and the example which he set in this direction has proven of immense value to the state, being followed by others. He also gave attention to the manufacture of lumber and likewise engaged in merchandising. His business interests were of a character which contributed to the settlement, upbuilding and improvement of the district in which he lived. He was very liberal in giving credit to the settlers who wished to buy provisions and implements and thus enabled many to gain a good start. While he was engaged in business he also acquired large grants of land which were at first of little value but with the settlement of the state their value greatly increased, and improvements also added to their selling price, so that eventually the property became a source of gratifying income to Colonel Haller and his family. Upon his retirement from the army he returned to Washington, having developed a great fondness for the state during the years of his former residence here. He located in Seattle in 1882 and remained continuously a resident of that city until his life's labors were ended in death.

On the 21st of June, 1849, Colonel Haller was married to Miss Henrietta Maria Cox, who belonged to a prominent Irish family, descendants of Sir Richard Cox, who was her great-grandfather and was once lord chancellor of Ireland. Coming to the new world her people located in Pennsylvania and in that state Mrs. Haller was reared, educated and married. Five children were born to this union. Henry died at an early age. Morris came to Seattle prior to the location of his parents here and became prominent as an attorney. He was the organ-

izer of extensive business enterprises which have proven of the greatest value and benefit in the upbuilding of the material interests of the state. He was one of the organizers of the Seattle, Lake Shore & Eastern Railroad Company and various other business interests of great magnitude which contributed not alone to the success of the owners and stockholders but as well to general prosperity. In 1889, while on a hunting and fishing trip with T. T. Minor and E. Louis Cox, he was accidentally drowned. This was a distinct loss to the community in which he lived and to the state for he had gained many friends and his standing and prominence in business circles had made him a valued factor in public life. Alice Mai Haller, the eldest daughter, became the wife of Lieutenant (now Colonel) William A. Nichols and died leaving two children. Charlotte Elinor and Theodore N. Haller, the latter mentioned on another page of this work, are the two surviving members of the family.

The family circle was once more broken by the hand of death, when on the 2d of May, 1897, Colonel Haller passed away, his demise being the occasion of deep and widespread regret to all who knew him. He was then in the seventy-ninth year of his age, and he was the president of the State Pioneer Society. In Masonry he occupied a prominent position, having been grand master of the Grand Lodge of the territory. He took the degrees both of the York and the Scottish Rites, and his views were considered authority on Masonic usages, tenets and rites. He was also the commander of the Military Order of the Loyal Legion of Washington. That he possessed business ability of high order is indicated in the fact that he recognized the opportunities for the development of the northwest and for judicious investment and in time his property brought to him and his family a very gratifying income. The greater part of his life, however, was devoted to his country's service and there was no man who displayed a more loyal or devoted patriotism. He loved the old flag and regarded it ever as the symbol of the highest national honor. He was a man of fine personal appearance and of military bearing. His broad brow indicated a strong intellect, his eyes shone clear and bright, and he was never afraid to look any man in the face. He had the courage of his convictions, his ideals of life were high, and he ever endeavored to exemplify them in his daily conduct. Thus he left to his family the priceless heritage of an untarnished name and an example which may well serve as a source of inspiration to others.

CLARENCE B. BAGLEY.

Clarence B. Bagley was born in Troy Grove, near Dixon, Illinois, November 30, 1843. His father was what was called in those days an itinerant minister in the service of the Methodist Protestant church and stationed but a year at a time in a place. Clarence's early memories are of Abingdon, La Fayette, Princeton and Chicago.

On the 20th of April, 1852, the family started from Princeton across the plains. They reached the Missouri river May 22d, the summit of the Rocky Mountains July 4th, The Dalles, Oregon, September 3d, and Salem, Oregon, September 21st of that year. They lived in and near Salem for eight years.

In November, 1852, Clarence began school studies in the Willamette Institute, later called Willamette University, in Salem and continued in school all the time in the winters and part of the summers until 1860. In 1856 the family moved out from Salem to a farm and lived there for four years. During that time Clarence became familiar with farming operations, with horses and cattle and the farm life of that pioneer period.

In October, 1860, Rev. Daniel Bagley, his wife and Clarence started in a buggy to make the overland trip from Salem to Seattle, Washington, arriving at the latter place during the last days of October. That winter Rev. Daniel Bagley taught the village school and during his absence of several weeks Clarence officiated in his place.

In 1861 he began work clearing the timber from the site of the university, which had during that winter been located in Seattle by the legislature. During the remainder of the year 1861 and the greater part of 1862 he worked upon and about the university, clearing, painting, carpentering, making fences and doing other odd jobs of work. Late in 1862 he went by sailing vessel with his mother to San Francisco, returning that fall also on a sailing vessel. In 1863 he accompanied his father and mother by way of San Francisco and the Isthmus to New York and to Meadville, Pennsylvania, where he attended Allegheny College that winter. In April, 1864, the family started on their return by way of the Isthmus to Seattle, reaching the latter place about the 1st of July. The rest of that year and during 1865 he was engaged at his trade as a painter in the little village.

On the 24th of December, 1865, he was married to Alice Mercer. In 1866 he received an appointment as clerk in the surveyor general's office under Selucius Garfielde, in Olympia, and he and his young bride removed to that place, where he was employed in that office for nearly three years. Late in 1868 he went into the printing office of Randall H. Hewitt, where he learned the printer's trade, being employed upon the Territorial Republican and the Echo, the latter a temperance paper. This paper he bought the next year and continued to publish until 1869, when he disposed of his interest in it. In 1869 he was employed upon the Commercial Age, a paper recently established in Olympia, and in October was elected clerk of the council of the legislature, serving during that winter. In 1870 the Commercial Age was discontinued and he and his wife then returned to Seattle and lived there during the remainder of that year and until May, 1871.

During the winter of 1870 his time was occupied in aiding in the development of the Newcastle coal mines. Much of the time he had charge of the company's store at Newcastle and of the company's operations above ground. In May, 1871, he received appointment from Samuel Coulter as deputy in the office of the internal revenue collector of Washington at Olympia and held that position until 1873. In November, 1872, he was appointed business manager and city editor of the Puget Sound Courier, which had been established on January 1st of that year in Olympia. In 1873 he and Samuel Coulter and Thomas M. Reed bought that newspaper and the printing office connected with it. Later in that year he bought the interest of his partners.

In the fall of 1873 he was appointed by Henry G. Struve, secretary of the territory, territorial printer and he held that position under different secretaries

for ten years, during which period he also continued to edit and publish the Courier and to carry on a large job printing business connected with it. In 1884 he disposed of his interest in the newspaper and printing office, and for several months had charge of the office of the collector of internal revenue in Portland, Oregon.

In 1874 he was again appointed deputy collector of internal revenue by Edward Giddings with full charge of the office. Mr. Giddings died in April, 1876, and Mr. Bagley remained acting collector until July 1st, when Major James R. Hayden assumed charge as collector and Mr. Bagley retained the chief deputyship. They served together until the Washington district was consolidated with Oregon, and then the latter retained his deputyship under Collector John C. Cartwright until President Cleveland appointed a democrat early in 1885.

Soon afterward he disposed of his interests in Olympia and returned to Seattle to live. He began at once to clear the site for his future home from the original forest in the northern part of the city, on the old donation claim of his wife's father, Thomas Mercer, then a long way from the settled part of the town, and in 1886 he and his family established themselves in their new home, where they have continued to reside to the present date. That year he and several other gentlemen bought the Post-Intelligencer daily and weekly newspaper, and during the next year he was its business manager, until it was bought by L. S. J. Hunt. He then purchased a new outfit and started in his old business of job printing.

Soon afterward he was associated with Homer M. Hill in the ownership and publication of the Daily Press. In 1888 he disposed of his interests in the printing office and newspaper and early in 1889 joined with a party of gentlemen in the establishment of a bank in the north part of the city. A year later he sold out his interest in that institution. In 1890 he was elected a member of the house of delegates of the city council and served a two-year term.

During 1890, 1891, 1892 and 1893 he made several trips to Chicago, having been appointed by Governor E. P. Ferry an alternate commissioner of the Columbian Exposition, then planning to be held in Chicago in 1893. He was one of those who voted for and secured the establishment of the Exposition on the site at Jackson Park. In 1892 he joined in the establishment of another bank in the northern part of the city and had charge of that institution until the disastrous failures of so many institutions in 1893 carried that institution down in the general crash.

In September, 1894, he received an appointment from Will H. Perry as deputy in the office of city comptroller and served in that position until 1900, when he was appointed secretary of the board of public works of the city, which position he has continued to occupy until the present time, having already completed twenty-one years of continuous service in the employ of the city.

Early in his business career he began the preservation of the newspapers of the territory and its laws and journals, and during the lapse of years gathered a large and extremely valuable collection. About 1900 he began writing sketches and articles for the newspapers and the magazines of the northwest pertaining to the early history of western Washington and particularly of Seattle. This revived his interest in the collecting of historical material and he began assembling all the books, pamphlets and publications accessible pertaining to the Pacific

northwest, chiefly of the old Oregon territory. At the present time he has the largest and best selected collection of that character extant excepting that of the Oregon Historical Association at Portland and the library of British Columbia at Victoria.

During the period of the Civil war he was a strong believer in the justice of the Union cause and a supporter of the Union party in Seattle and immediately after the close of the war attached himself to the republican party and has been a member of that organization all the later years.

Clarence B. Bagley and Alice Mercer were married by Rev. C. G. Belknap, in Seattle, December 24, 1865.

Their children are: Rena, born in Seattle, August 3, 1868; Myrta, born in Olympia, December 22, 1871; Ethel W., born in Olympia, June 16, 1877; Alice Claire, born in Olympia, November 4, 1879; Cecil Clarence, born in Seattle, July 21, 1888.

Rena Bagley and Frank S. Griffith were married in Seattle, January 10, 1893. Daughter, Phyllis, born September 2, 1896.

Myrta Bagley and Earle R. Jenner were married in Seattle, April 21, 1897. Sons: Earle B., born July 28, 1900; Lawrence M., born July 2, 1909; Frederick C., born July 2, 1911.

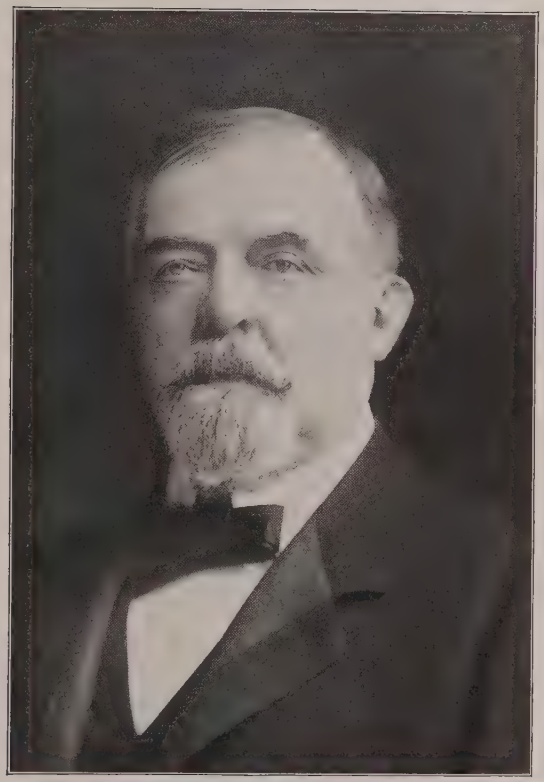
Ethel W. Bagley and H. Eugene Allen were married in Seattle, March 2, 1904. Sons: Richard B., born July 19, 1907; Robert M., born May 23, 1911.

Alice Claire Bagley and Frederick Dent Hammons were married in Seattle, June 24, 1900.

Cecil Clarence Bagley and Myrtle Park were married November 26, 1912. Son: Park Daniel, born May 20, 1914.

JUDGE HENRY G. STRUVE.

Judge Henry G. Struve was for years a very prominent figure in connection with the political, legal, financial and social history of the state of Washington and was an honored resident of Seattle. Although born in the grand duchy of Oldenburg, Germany, on the 17th of November, 1836, of German parentage, he came to America at the age of sixteen years and was an intensely patriotic American citizen. He received a thorough academic education in his native city and after reaching the new world remained in the east for a few weeks, while later he made his way westward to finish his education and take up his life work. In 1853 he reached California, where for six years he studied law, engaged in newspaper work and in mining near Jackson, Amador county. He was admitted to the bar in 1859 and the following year removed to Vancouver, Washington, where he purchased the Vancouver Chronicle, which he published successfully for a year. On the expiration of that period he entered upon the practice of law and his ability soon brought him to the front in his profession. He was also an ardent republican and in a short time was recognized as one of the leaders of his party in the state. In 1862 he was elected district attorney for the second judicial district and made such a brilliant success that he was four times chosen for the position. During his fourth term, or in 1869, he resigned, having been elected



JUDGE HENRY G. STRUVE

probate judge of Clarke county. A few months later he also resigned that position. While acting as prosecuting attorney he was also elected, in 1865, a member of the lower house of the state legislative assembly, in which he served as chairman of the judiciary committee. In 1867 he was elected a member of the legislative council and was its president in the first and in subsequent sessions of 1869 and 1870. He acted as chairman of the ways and means committee and in 1869 introduced and was instrumental in securing the passage of the community law, regulating the rights in property interests of married persons, an important law which superseded the provisions of the old common law then in force in Washington territory. The law is with slight modification still in force. Although one of the youngest members of the legislature, Judge Struve was always a recognized leader on the floor of the house.

In 1871, in which year he removed to Olympia, Judge Struve took charge of the Puget Sound Daily Courier, a leading republican organ. His work and editorials made it a valuable factor in promoting party interests, his editorials being widely copied and attracting great attention and comment. To the regret of all, he left newspaper work, in which he had manifested such capability, in 1871, when President Grant, as a token of appreciation, appointed him secretary of Washington territory. The following year he was selected by the republican convention as a delegate to the national convention, which once more nominated General Grant for the presidency at Philadelphia. Judge Struve served as territorial secretary until the close of Grant's administration, when his term expired. He then returned to Olympia and practiced law again, but his ability again and again led to his selection for public duties of honor, trust and responsibility. He was appointed a commissioner to codify the laws of Washington territory in 1877 but after a year was obliged to resign because his law practice required his undivided attention.

In 1879 Judge Struve removed to Seattle and with John Leary formed the firm of Struve & Leary. In 1880 Colonel J. C. Haines was taken into the firm and in 1884 Maurice McMicken was added and Mr. Leary withdrew. Five years later Colonel Haines withdrew and the firm then became Struve & McMicken. While territorial secretary Judge Struve was sole attorney for the Northern Pacific Railroad Company in Washington and until 1883 conducted personally all important litigation for the railroad.

From the beginning of his residence in Seattle, Judge Struve was a recognized leader in the city and was largely instrumental in molding public thought and action. In 1882 he was elected mayor and was reelected in 1883, during which time Seattle took its first steps toward its present greatness, five hundred thousand dollars being spent in public improvements, including the grading of the streets. The population increased from three thousand to ten thousand in 1883. As mayor of the city Judge Struve received the Villard party when the Northern Pacific was completed. His activities extended to almost every field which has had to do with the upbuilding of city and state. In 1879 he was appointed regent of Washington University and continued in that position through many years, serving as president for four consecutive terms. In 1884 he was elected school director and held the office for three years, doing efficient work in connection with the cause of public education in Seattle. In 1886 he was appointed by Governor Squire to the position of judge advocate general of Washington territory and

took a prominent part in directing military affairs when Seattle was under martial law following the Chinese riots which occurred in February, 1886. In the following year he was appointed supreme court reporter and supervised Volume III of the Washington Territory Reports. He was elected a member of the board of freeholders which prepared the charter for Seattle and he was chairman of the committee on judiciary and tide lands. He soon had to refuse many honors and confined his attention to his office, acting solely as attorney for many railway, mill and coal corporations. He was greatly interested in historical research and for years investigated Washington's earlier history in his leisure hours, intending to publish the results of his investigations in book form, but the great fire of June 6, 1889, destroyed all of his data. However, he started in again on the work at a later period.

Judge Struve played an important part in the material development of Washington in connection with its mining and railroad interests and financial institutions. He was one of the organizers of the cable system of street cars in Seattle, became a large stockholder in the company and was president of the Madison street line. He became one of the promoters of and a director in the Home Insurance Company, which paid a hundred-thousand-dollar fire loss June 6, 1889. He was one of the incorporators, directors and the vice president of the Boston National Bank and was sole agent in Washington for the German Savings & Loan Society of San Francisco. His connection with any enterprise or project assured its success through his individual efforts, for in his vocabulary there was no such word as fail and he carried forward to completion whatever he undertook. He was known as an able financier and a conservative, sagacious man of business as well as Washington's most distinguished jurist.

In October, 1863, Judge Struve was married to Miss Lascelle Knighton, who was born in Fort Leavenworth, Kansas, in 1846. When she was but a year old her father, Captain H. M. Knighton, made his way across the plains to St. Helen, Oregon, and became the owner of the town site. He was the first marshal of the provisional government of Oregon and was prominently identified with the pioneer development of the northwest. He afterward removed with his family to Vancouver, Washington, and Mrs. Struve was educated there in the Convent of the Sacred Heart. She became the wife of Judge Struve in Vancouver, in 1863, and died in Seattle in 1903, after an illness of three years. Hers was a strongly religious nature. She was philanthropic, charitable, gracious, generous, unselfish and sincere. She was a social leader, possessing a magnetic personality, and as a hostess she was unexcelled. She shared her husband's prominence and the whole state sorrowed when she passed away. Judge Henry Struve died in New York city on Tuesday morning, June 13, 1905, after a brief illness. His death was very unexpected, his daughter Mary being the only member of the family with him at the time. Judge and Mrs. Struve became parents of four children: Captain Harry K. Struve, Mrs. H. F. Meserve, Frederick K. and Mary.

Judge Struve was known prominently in many fraternal and benevolent societies. In 1874 he was elected grand master of the grand lodge of Odd Fellows in Oregon, which then embraced Washington and Idaho. In 1876 he was elected representative of that jurisdiction in the sovereign grand lodge and he instituted the grand lodge of Washington. Such in brief is the history of one who left the impress of his individuality upon the development of the northwest in many

FREDERICK K. STRUVE

ways. He saw its opportunities and utilized them and in the development of his individual fortunes he contributed to the upbuilding of the empire of the northwest. He stood in a prominent position as a journalist, as a distinguished lawyer and as a business man, his life verifying the statement that power grows through the exercise of effort. As he progressed, his opportunities and his advantages increased and he gathered to himself the rewards of a well spent life, but, more than that, he upheld the political and legal status of the community and contributed to its intellectual and moral stability.

FREDERICK KARL STRUVE.

Frederick Karl Struve, president of the Seattle National Bank, has at every point in his career seemed to have attained the utmost success possible at that point. In a word, he has readily recognized and utilized every opportunity and by successive stages of business development and advancement he has reached his present enviable position as a leading financier of the northwest.

Mr. Struve is a native of Washington, his birth having occurred at Vancouver, June 17, 1871. He is a son of Judge Henry G. Struve, whose record precedes this. His education was acquired in the public schools and in the University of Washington, followed by matriculation in the literary department of the University of Michigan at Ann Arbor, where he spent two years in study. In November, 1889, upon the organization of the Boston National Bank, he was made clerk in that institution and later became assistant cashier, serving until April 1, 1898. He afterward spent some time with the First National Bank. In 1899, he formed a partnership with John Davis in the real estate, loan and insurance business under the name of John Davis & Company. This firm has become one of the best known in the city, the volume of business transacted by them annually reaching extensive proportions. From 1896 until his election as president of the Seattle National Bank, Mr. Struve was the Seattle representative of the German Savings & Loan Society of San Francisco which did the largest loan business in Washington. The firm of John Davis & Company also have a large mortgage loan clientage and their operations in real estate annually reach a high figure. They platted the Highland addition and Mr. Struve individually platted the Pettit addition, while the firm platted the Yesler estate addition and built thereon residences which have so greatly improved and beautified that part of the city. The general business of the firm, however, consists of transactions in down town properties, many of which they have handled, negotiating important sales and also attending to the rental of many of the leading business blocks. The renting department has become an important feature of their business and its conduct requires eighteen employes all of whom are engaged at stated salaries. Each department of the business is managed by a competent superintendent and all is systematized and in splendid working condition. Their transactions involve the handling of many thousands of dollars within the course of a month and the business is hardly second to any in this line in the city. Following the death of Jacob Furth, president of the Seattle National Bank, Mr. Struve, who had served as vice president, was elected to

fill the vacancy becoming president of the institution on the 1st of September, 1914. He has since held that office and has bent his energies to administrative direction and executive control. His efforts have been well defined and his keen perception of the possibilities of the situation has led to his steady advancement in the business world.

Mr. Struve was married November 17, 1897, to Miss Anna Furth, daughter of Jacob Furth, a sketch of whom appears elsewhere in this work, and, presiding with graciousness over their hospitable home, she has made it one of the attractive social centers of Seattle. She belongs to the ladies' adjunct of the Golf Club, to some of the more prominent literary organizations of the city, is a member of the executive committee of the Assembly Club and also a member of Trinity parish church.

Mr. Struve has membership in the Assembly Club, of which he has served as treasurer. He belongs also to the Rainier Club, the Firloch Club, the University Club, the Seattle Tennis Club and the Seattle Golf and Country Club, of which he has been the secretary, all of Seattle, and the Union Club of Tacoma. He became one of the organizers of the Seattle Athletic Club, was chosen the first captain of the athletic team and later was elected the vice president of the society. He is likewise a member of the Chi Psi fraternity and he is identified with the Chamber of Commerce, giving stalwart support to its well defined plans and projects for the upbuilding and improvement of the city. Politically his allegiance is one of the supporting features of the republican party in Seattle. He greatly enjoys travel and, besides extensive visits to all parts of America, he has visited Cuba and Europe. In shorter periods of recreation he turns to golf and outdoor sports. Of him it has been said: "He is widely known as a young man of marked executive force. Intricate business situations he readily comprehends, he forms his plans quickly and is prompt and accurate in their execution. Thus he has gained a wide reputation as a capable and successful man of business, a typical representative of the enterprise that has led to the marvelous development of the northwest."

WILLIAM JOHN COLKETT.

Fore more than three decades William J. Colkett has been the assistant postmaster of Seattle and no higher testimonial of his ability and fidelity could be given than the statement of the fact that he has remained in the postoffice for thirty-five years. The width of the continent separates him from his birthplace, for he is a native of Burlington county, New Jersey, born April 18, 1857.

Mr. Colkett comes of English and Scotch ancestry, but for six generations representatives of the family have resided on this side the Atlantic. The paternal grandfather, Joseph Colkett, was also a native of New Jersey, where he devoted his entire life to farming. His religious faith was that of the Methodist church and he was one of its prominent representatives in an early day. His son, Goldy Colkett, was born in Burlington county, New Jersey, as was the lady he wedded, Miss Mary Ann Engle. The Engle immigrant was from Cambridgeshire, England, and sailed from the Downs, England, April 23, 1682, on the ship Amity, arriving

at Burlington, New Jersey, in the fall of that year. The Engles were members of the Society of Friends. In the maternal line Mary A. Engle was a representative of the Peacock family that traced its ancestry to Scotland and that was established on American soil at about the same date as the Engle family. Both families were identified with the Society of Friends until the time of the Revolutionary war, when, because of their fighting blood and their defense of American interests, they were put out of the organization, which does not countenance war. It was about a hundred years after the arrival of the Engle and Peacock families in the new world that the Colkett family was established on this side the water by an ancestor from Scotland. The Colketts were of the Methodist faith and both Mr. and Mrs. Goldy Colkett were loyal and devoted members of the Methodist church. The former engaged in the painting and decorating business to the age of sixty years, when he passed from this life. His wife died at the age of sixty-four. In their family were five children, but only two are now living, the daughter being Sarah, now the wife of J. S. W. Shelton, of Shelton, Mason county, Washington.

William J. Colkett is indebted to the public-school system of his native state for the early educational advantages which he enjoyed. He was a youth of nineteen years when on the 3d of November, 1876, he arrived in Washington territory with Coupeville as his destination. He had traveled westward by rail to San Francisco, whence he sailed on the bark Tidal Wave to Port Madison, induced to this step by the fact that his father had removed to Washington in 1864. He secured a position in the store of Major Haller of Coupeville and occupied that position for about three years, also attending to the work of the postoffice, which was located in the store. In August, 1879, he arrived in Seattle and through the scholastic year of 1879-80 was a student in the University of Washington, in which he pursued a business course, being the first male graduate of that institution. In June, 1880, he entered the Seattle postoffice, where he was employed for seven months, and during that time had charge of the office for five months during the absence of the postmaster. Later he acted as bookkeeper for the firm of C. P. Stone & Company and in 1884 he accepted the position of assistant postmaster of Seattle. In the meantime he had been employed in the postoffice at intervals, each time at an increase of wages. In this connection a contemporary writer has said: "When he first assumed the duties of his present position the office was allowed twenty-seven dollars a month for clerk hire, and Mr. Colkett received the entire amount, he performing the entire work in the office, including that of sweeping the floor. Close study has given him a keen insight into the important duties of his position, and he has literally 'grown up' with the office and is now the able assistant of this great office, with its immense business and its many clerks and letter carriers. He has witnessed the growth of Seattle from a town of three thousand inhabitants to one of over three hundred thousand, and during this time he has labored to goodly ends and is leaving the impress of his individuality upon the public life, the substantial growth and the material development of the city." He also has outside business interests as a director of the Puget Sound Savings & Loan Association.

On the 28th of August, 1884, Mr. Colkett was united in marriage to Miss Clara Eva Lombard, who is also a graduate of the University of Washington, having completed the normal course in 1880. She is the daughter of Ransom R.

and Emeline B. Lombard, of Port Madison, pioneers of Washington, who arrived in this state from Maine in 1863. They were prominent members of the First Baptist church of Seattle, as are Mr. and Mrs. Colkett, Mr. Colkett having served for years as trustee. To Mr. and Mrs. Colkett have been born five children, Emery Engle, Marian Lombard, William John, Burton Ransom and David Goldy.

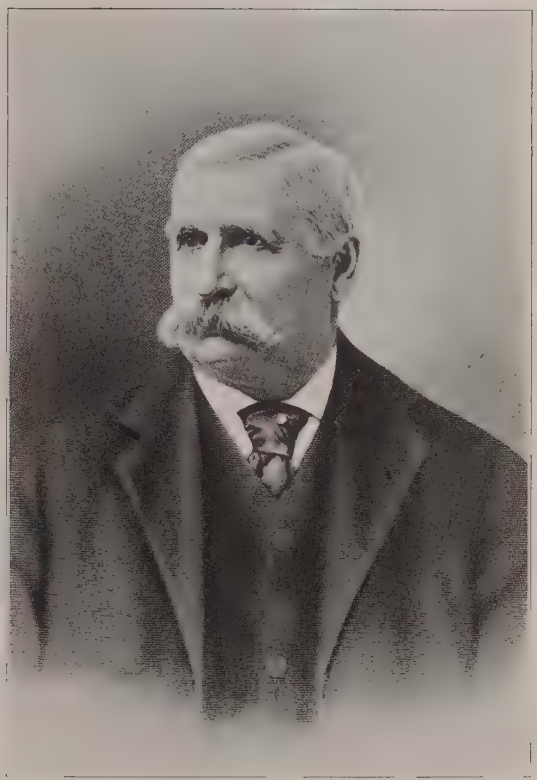
Mr. Colkett served as a member of the Seattle fire department at a time when it was a volunteer organization. He also filled the office of deputy sheriff during the time of the anti-Chinese riots and from 1889 until 1895 he was a member of the board of education, acting for two years of that time as its president. While he was connected with the board the school capacity of the city was greatly increased by the addition of one hundred rooms and he was largely instrumental in securing the establishment of the department of manual trainings. He has ever favored progressiveness in connection with educational methods and opportunities and the schools have indeed found in him a stalwart champion. For eleven years he was a member of the Chamber of Commerce, where he served for two terms as trustee, and cooperated in all the plans and measures of that organization for the benefit and upbuilding of the city.

AMOS BROWN.

It is not difficult to speak of the late Amos Brown, for his life and his character were as clear as the sunlight. No man came in contact with him but speedily appreciated him at his true worth and knew he was a man who cherished not only a high ideal of duty but who lived up to it. He constantly labored for the right and from his earliest youth he devoted a large portion of his time to the service of others. Since his passing his friends have missed him, but the memory of his upright career in its sincerity and simplicity will not be forgotten, and they rejoice in his memory as that of a man who laid down his task in the twilight of the day, when all that he had to do had been nobly, beautifully and fully completed.

He was a native son of New England, his birth having occurred at Bristol, Grafton county, July 29, 1833, his parents being Joseph and Relief (Orduray) Brown. The family comes of Scotch and English ancestry, although various generations have been represented in the old Granite state, where Joseph Brown was born and reared. He became extensively and successfully engaged in the manufacture of lumber on the Merrimac river, where he dealt in masts and spars and conducted a general milling business which he superintended until sixty years of age, when he turned the business over to his sons.

During the boyhood days of Amos Brown educational training was not accorded the essential value that is given it today, it being thought much more necessary that the boy should be well drilled in some useful occupation. At the early age of ten years, therefore, Amos Brown began work in the lumber camps and later was employed at driving the logs on the river. This life developed in him an independent spirit and undaunted personal courage. He became a daring youth in his work and because of the excellence of his labor was enabled to command the highest price paid for such service. In connection with the lumber industry he made rapid advancement, passing from one position to a higher one



AMOS BROWN

until he was made superintendent of the mill. He left home at the age of twenty-one years but continued in the lumber business until 1858, when he disposed of his interests in the east and made his way to the gold fields along the Fraser river, where the precious metal had but recently been discovered. From New York he sailed as a steerage passenger for Victoria, British Columbia, the trip being made by way of the isthmus of Panama and costing him two hundred and twenty-five dollars. He eventually reached his destination in safety but found that the reports of the gold discoveries had been much exaggerated and there were hundreds of men without employment, facing starvation. Mr. Brown knew that he must resort to some other expedient, and believing that he might utilize his knowledge of the lumber trade, he at once sailed for Port Gamble, where he found ready employment at seventy-five dollars per month and expenses. During the first year he had charge of a logging camp and then purchased an interest in logging teams, taking contracts with the milling companies to furnish them with logs. For two years he continued operations in that way, at the end of which time he sold his interest and returned to the employ of the company with which he had previously worked on a salary. He occupied various responsible positions until 1865, when he resigned and returned to New Hampshire to visit his old home.

Mr. Brown first saw Seattle in 1861, although two years before he had invested in property on Spring street between Second avenue and the water front. For many years he continued an active factor in the development and progress of the city. In 1863, in partnership with M. R. Maddocks and John Condon, he built the old Occidental Hotel, on the present site of the Occidental block. For two years the hotel was conducted by the firm of Maddocks, Brown & Company but at the end of that time Mr. Brown disposed of his interest to John Collins. After visiting New Hampshire, in 1867 he returned to Seattle and formed a partnership with I. C. Ellis, of Olympia, for the conduct of a lumber business in which they continued with most gratifying success until 1882. The partnership was then dissolved and Mr. Brown was for a time alone in business. After selling out he lived retired save for the direction which he gave to his invested interests. The increase in property values led him to invest quite largely in real estate and his holdings became extensive and important. He held not only Seattle property but also had extensive tracts of timber land in several counties adjoining the Sound.

Mr. Brown was married in 1867 to Miss Annie M. Peebles, a native of New York, and the same fall they erected their cottage at the corner of Front and Spring streets, in what was then an almost unbroken wilderness. They became the parents of five children: Anson L., now a Seattle capitalist; Brownie, the wife of R. M. Kinnear, associated with her elder brother in the real-estate business as a member of the firm of Kinnear & Brown; Ora; Anna; and Helen. Mr. Brown was devoted to his family and his success in business enabled him to leave them a very comfortable fortune. The home has ever been a hospitable one and the family now occupy a large and beautiful residence which was erected by Mrs. Brown.

The family circle was broken by the hand of death when on the 8th of April, 1899, Amos Brown was called to his final rest. On this occasion it was said of him: "In the passing away of Amos Brown the Sound country loses one of its

best pioneer citizens. For over forty years a citizen and actively identified as he was with the growth of the country, his death cannot be considered in any other light than as a loss to the community. He was public-spirited and interested in any movement for the promotion or advancement of measures for the general good and he was scrupulously honest and upright in his dealings with his fellowmen. The punctual liquidation of a debt or obligation was one of the cardinal principles of his character. Liberal and benevolent, he was well known for his generosity, yet his giving was always without ostentation or display. When but a boy he exhibited this same generous spirit and kindly solicitude for others, and often when wet, cold and hungry himself, he would carry wood and food to a poor widow who lived neighbor to his parents, before providing for his own comfort. He always took a lively interest in young men and aided many in securing positions where they could advance their own interests through diligence and ability. In the early days of his residence in the northwest he was known as the friend of the Indians, and as he never took advantage of them or betrayed their confidence, he was loved and trusted by them. He always had a kindly feeling for the unfortunate and erring and often when men were arrested for vagrancy or trifling offenses he secured their release, pledging himself to furnish them employment and become responsible for them. It is pleasing to know that his kindness was appreciated and seldom abused."

At one time Mr. Brown was a member of the Ancient Order of United Workmen but he took little interest in fraternal organizations or in club life. His interest centered in his home and in his business, yet he found ample opportunity to do good in the community and again and again he extended a helping hand where aid was needed. He was very good to the Indians, especially to Princess Evangeline, the daughter of Chief Seattle. He built a cottage for her and Mrs. Brown and family ministered to her wants up to the time of her demise. Making his way to the northwest, Mr. Brown became identified with its interests when the work of development and progress seemed scarcely begun. The efforts required to live in those ungenerous surroundings, the necessity to make every blow tell and to exercise every inventive faculty, developed powers of mind and habit which have established distinguished names in the northwest. Mr. Brown was prominent as a man whose constantly expanding powers took him from humble surroundings to the field of large enterprises and continually broadening opportunities.

ARTHUR ARMSTRONG DENNY.

Arthur Armstrong Denny passed away in Seattle on January 9, 1899, the city thus losing one of its most highly respected and valued citizens. His birth occurred near Salem, Washington county, Indiana, on the 20th of June, 1822, and he came of Scotch-Irish descent, his ancestors having originally removed from Scotland to Ireland and thence to America at a very early epoch in the history of Pennsylvania. David and Margaret Denny were the progenitors of the family in the United States. Their son, Robert Denny, the grandfather of our subject, was born in 1753 and served in Washington's command during the Revolutionary

war. In 1787 he removed to Frederick county, Virginia, and about the year 1790 was married to Miss Rachel Thomas. Subsequently he took up his abode in Mercer county, Kentucky, where John Denny, the father of our subject, was born on May 4, 1793. He was reared amid the wild scenes of pioneer life and when in his twentieth year served his country in the War of 1812, being a Kentucky volunteer in the regiment commanded by Richard M. Johnson. He was an ensign in Captain McAfee's company and fought under General Harrison, being present at the defeat of General Proctor and at the death of the noted Indian, Tecumseh, who is said to have been killed by General Johnson. In 1816 he removed to Indiana and later took up his abode in Illinois, becoming one of the distinguished men of the latter state and a representative in the legislature of 1840-41, being a colleague of Lincoln, Yates and Baker. He was originally a whig and his opposition to slavery led to his identification with the republican party, which was formed to prevent the further extension of slavery into new territory. In 1851 he crossed the plains to Oregon and was the first candidate of his party for governor of the state in 1858. On the 25th of August, 1814, Mr. Denny was married to Miss Sarah Wilson, whose birth occurred in Baldensburg, Maryland, February 3, 1797. She was of Scotch lineage and her people were among the early settlers of America. She died March 25, 1841, while the honorable and useful career of John Denny was terminated in death on the 28th of July, 1875.

It was while his parents were residing in Washington county, Indiana, that Arthur A. Denny was born. His education was acquired in a little log schoolhouse in Illinois. On the 23d of November, 1843, he wedded Miss Mary Ann Boren and two children were born to them in Illinois, namely: Catherine Louisa, who became the wife of G. F. Frye; and Margaret Lenora, who was killed in an automobile accident in March, 1915. In 1851 Mr. Denny crossed the plains to Oregon with his family. The party started from Illinois on the 10th of April and made the journey across the plains with horse teams. They were attacked by Indians near the American Falls but succeeded in escaping and keeping the red men at bay, though the savages frequently fired upon them. On August 22, 1851, they reached Portland, Oregon. On the 8th of November following they took passage on the vessel Exact, landing on the shore of Elliott bay five days later. The members of the party besides the Dennys were John N. Low and family, C. D. Boren and family, William N. Bell and family, Charles C. Terry, David T. Denny, a brother of A. A. Denny, and Lee Terry, numbering twelve adults and twelve children. The landing was made at Alki Point, where they built log houses. The party arrived just too late to receive the benefit of the six hundred and forty acre donation act. On this property Mr. Denny erected his first log house, the structure standing on the bluff at the mouth of the gulch which extends to the bay, in front of the subsequent site of the Bell Hotel. Pioneer conditions existed. The mail was brought to the little colony by express at a cost of twenty-five cents per letter, and the last mail that was thus delivered, before the establishment of a postoffice, contained twenty-two letters and fourteen newspapers. Mr. Denny acted as postmaster and cared for the mail in his little log cabin for several years. As the city grew he subdivided his land, made several additions to the town and as the property increased in value, his wealth likewise grew proportionately, so that he became one of the most substantial residents of

Seattle. He made judicious investments in property and his careful management and keen business sagacity resulted in the acquirement of a handsome estate.

It was in Oregon that Mr. Denny's eldest son, Rolland H., was born on the 2d of September, 1851, only a short time after the arrival of the family, and he was still an infant when they came to Seattle. He acquired his education in the schools here and has been actively identified with the growth and development of this city. The second son, Orion O., who is deceased, was born in Seattle and was for some years extensively engaged in the manufacture of vitrified brick and tile. Arthur Wilson was also born in Seattle and Charles is the youngest son.

Mr. Denny was a lifelong republican and from the time of his arrival in Washington took an active part in political affairs. He was elected a member of the first legislature of the territory and was also elected a delegate to the United States congress, where he did much for the territory in promoting its interests and welfare. During the early years of his residence here he was identified with business affairs of the city as a merchant and later became a member of the firm of Dexter Horton & Company, bankers, owners of the first bank in Seattle. This institution conducted a large and successful business but it did not claim all of Mr. Denny's attention, for he was known as an active factor in nearly every enterprise that contributed to the growth, progress and prosperity of the city. He was interested in milling, merchandising and other enterprises of various kinds but always gave financial support so unostentatiously that no one has knowledge of how much money he expended in assisting Seattle's material growth. Many men owed their start in the business world to his financial aid and wise counsel. He assisted in organizing the First Methodist church and for years was an active member of that denomination but later became closely identified with the Congregational church. He ever took a deep interest in all religious work and was at all times ready to assist in Christian and educational efforts. His demise, which occurred January 9, 1899, was a source of keen regret to many who knew him. Mrs. Denny was called to her final rest in the year 1911.

Arthur Armstrong Denny was born in Salem, Indiana, June 20, 1822; died in Seattle, January 9, 1899.

Mary Ann Boren was born in Nashville, Tennessee, November 25, 1822; died in Seattle, December 30, 1912.

They were married in Illinois, November 23, 1843.

Their children were: Louisa Catherine, born October 20, 1844, at Abingdon, Illinois; Margaret Lenora, born August 14, 1847, at Abingdon, Illinois; died in Seattle, March 30, 1915; Rolland Herschell, born September 2, 1851, at Portland, Oregon; Orion Orvil, born July 17, 1853, in Seattle, Washington; Arthur Wilson, born April 18, 1859, in Seattle; Charles Latimer, born May 21, 1861, in Seattle.

Louisa Catherine was married to George F. Frye, October 24, 1860, in Seattle, by Rev. Daniel Bagley. All of their children and grandchildren were born in Seattle.

Their children were: James Marion, born August 22, 1861; died in Seattle, February 14, 1905; Mary Louisa, born February 6, 1864; Sarah Sophia, born January 27, 1866; George Arthur, born September 29, 1867; died in Seattle, June 6, 1893; Roberta Gertrude, born June 23, 1875; Elizabeth Helen, born November 6, 1878.

Rolland H. Denny and Miss Kellogg were married in 1878.

Their children were all born in Seattle: Florence, September 12, 1878; Caroline, February 21, 1880; Edith, November 8, 1883.

Orion O. Denny and Miss Coulter were married in 1874.

Their children were born in Seattle: Mabel Elizabeth, July 18, 1875; Anita Eva, February 5, 1877.

The children of Mr. and Mrs. Arthur W. Denny were all born in Seattle: Grace Lenora, February 3, 1888; Arthur Armstrong, September 18, 1889; Merle Wilson, February 1, 1891; Helen Catharine, May 21, 1892; Robert Orr, August 15, 1899.

Charles H. Denny and Miss Chambers were married in 1888.

Their children were born in Seattle: Horton H., November 4, 1889; Andrew C., March 8, 1893.

FRED E. SANDER.

The name of Fred E. Sander, who is president of Fred E. Sander, Inc., stands high in commercial and financial circles of Seattle. The firm is extensively engaged in the real-estate business and their offices are located in the Colman building. Mr. Sander was born in Corinth, Mississippi, August 10, 1854, and left his home when a boy in order to go to sea. He made his first advent in Seattle as a sailor in 1869, when about fifteen years of age, and returned here to permanently locate in 1879, being first employed as a bookkeeper in the Stetson & Post mill. However, he was ambitious for greater things and took up the reading of law in the office of the Hon. William H. White, afterward a supreme court judge of the state. Mr. Sander never practiced law, although he made good use of his knowledge in a commercial way.

He began building street railways and in 1887 built and owned the cable road on Yesler and Jackson streets. This was the first cable line operated on the Pacific coast north of San Francisco. He also built the Grant street electric line to South Seattle and with others built and owned the James street cable and electric line and the Front street cable line. He constructed and owned the first six miles of the Seattle-Tacoma interurban line but afterward sold this to Stone & Webster. He built the Seattle-Everett line of fourteen miles, among other enterprises of a similar nature. In 1886 he built the first plant of the Washington Electric Company for lighting purposes. Although well on the road to success, the panic of 1893 caused him great losses but he has since recovered his financial standing. Mr. Sander is conceded to be the first real-estate operator of Seattle and has handled more property than any other man. He never trades on the commission basis but buys and sells outright. At periods he has been heavily interested in shipping and other industries. The present company of Fred E. Sander was incorporated in 1900 and is a close corporation. Mr. Sander is president, Nellie B. Sander vice president, and his son, Henry K. Sander, secretary and treasurer. Mr. Sander has one of the best equipped offices in the city and state, the finishings being done entirely in mahogany. It is of interest that he has had but one landlord during all these years—J. M. Colman and his estate.

Mr. Sander is one of the most respected citizens of Seattle. He is a stockholder in several financial institutions but is mostly sole owner of such enterprises in which he is interested. He holds membership with the Elks, the Masons, the Knights of Pythias and the Ancient Order of United Workmen; is a member of the Lotus Club of New York and the Salmigundi Club of that city; belongs to the Rainier Club of Seattle and the Seattle Golf and Country Club; and is a life member of the Arctic Clubs. He is a trustee of the Washington State Art Association. Mr. Sander has largely contributed toward growth and development in Washington and has been particularly active in Seattle. He combines business judgment with public spirit and is to be numbered among the empire builders of the west.

DANIEL BACHELDER JACKSON.

Although two decades have intervened since the demise of Daniel Bachelder Jackson, he is still remembered in Seattle as a man of acumen, sagacity and executive ability. He was prominent in the shipping industry, organizing and controlling the Northwest Steamship Company, and was also connected with a number of lumber companies. His success in business was equalled by the esteem and warm regard in which he was held by all who knew him, as his life was characterized by unswerving integrity and by intense loyalty to his friends.

Mr. Jackson was born in Warren, New Hampshire, on the 18th of July, 1833, a son of William Chadburn and Sarah (Roberts) Jackson, who removed to Brewer, Maine, when their son Daniel was but two years old. The journey was made in an old chaise which is still in the possession of the oldest grandchild, Henry F. Jackson, of Seattle. Our subject was educated in the common schools of Brewer, Maine, and in 1847, when a lad of but fourteen years, he went to Mexico, where he remained for two years. In 1852 he engaged in the lumber business on the Penobscot river and for some time operated a sawmill. In 1858 he went to California, where he worked in the mines for a short season. Subsequently he came to Puget Sound, arriving in Port Ludlow in 1859. There he entered the employ of the Amos Phinney Company, which operated a large sawmill. In 1879 he accepted a position with the Puget Mill Company at Port Gamble and had charge of their outside business and of their steamboats.

About 1884 Mr. Jackson organized the Washington Steamboat Company, operating the steamers, Susie, Daisy, City of Quincy, Washington, Edith, Eliza Anderson and Merwin. This company was later merged into the Puget Sound & Alaska Steamship Company, Mr. Jackson becoming president and manager of the latter concern. He went to New York and there purchased the steamer City of Kingston and at Philadelphia built the City of Seattle, which were added to those already operated by the latter company. In the meantime he had changed his place of residence, taking up his abode in Seattle. In 1892 he disposed of his interests in the Puget Sound & Alaska Steamship Company and organized the Northwest Steamship Company, operating the steamers, Rosalie, George E. Starr and Idaho. He successfully directed the business of that company until his death, which occurred in his home at the corner of Eighth avenue and Pine

D. B. Jackson

street on the 29th of November, 1895. He was also prominently connected with a number of important lumber companies. In his passing the city lost a man whose force of character, business insight and power of administrative control made him a potent factor in the development of business interests of Seattle.

Mr. Jackson was married in Brewer, Maine, September 12, 1852, to Miss Mary Adeline Rowell, a daughter of Stephen and Mary (Colwell) Rowell. The father was a representative of a family which has resided in New England as far back as it can be traced, and the mother was of Scotch descent. Mr. Rowell followed the occupation of farming with good success. To Mr. and Mrs. Jackson were born five children, as follows: Henry Francis, who married Miss Emma C. Bakeman; Charles Franklin, who married Miss Lydia Morris; Daniel Leslie, who married Myra Gaddis; May E., the wife of George F. Evans; and Lottie E., who gave her hand in marriage to James E. Guptill. The residence on the corner of Eighth avenue and Pine street is still in the possession of the family.

Mr. Jackson was a republican but his extensive business interests demanded his entire time and attention and prevented his taking an active part in politics. He was a thirty-second degree Mason and was identified with the Mystic Shrine. He was likewise a member of the Seattle Club and was personally popular within and without that organization. He gained a considerable fortune and in so doing adhered to the highest standards of business ethics, never allowing his desire to attain material success to cause him to take undue advantage of another or to resort to questionable practices of any kind whatever. Every obligation was scrupulously discharged and he gained an enviable reputation for honesty and uprightness. He was quick to recognize the possibilities of a situation, prompt in formulating his plans and energetic in their execution, and it was to these qualities, combined with his power of securing the cooperation of those with whom he was associated in the management of his business enterprises, that his success was due.

DEXTER HORTON.

No history of Washington would be complete without extended reference to Dexter Horton, for his name is closely interwoven with its annals and he left the impress of his individuality upon many lines which have been directly beneficial to the state. The Horton family is of English origin but was established in New England during the early colonization of the new world. The paternal grandfather of Dexter Horton made his home in Massachusetts and in that state Darius Horton, the father, was born January 23, 1790. He afterward removed to New York, where he was united in marriage to Miss Hannah Olmstead, whose birth occurred on the 4th of February, 1790. After living for a considerable period in New York the parents took their family to De Kalb county, Illinois, in 1840 and there the father passed away seven years later.

Dexter Horton was reared to farm life, assisting in the work of the fields from the time of early spring planting until crops were harvested in the late autumn. Through the winter months, when the farm work for the year was practically over, he had the opportunity of attending district school in a little schoolhouse in

New York. His educational advantages, however, were quite limited, his school-books being a Cobb speller and a Daboll arithmetic, in which he advanced no farther than the rule of three. In the school of experience, however, he learned many valuable lessons and his native ingenuity and intellect enabled him to readily adapt himself to conditions. He was a youth of fifteen when he accompanied his parents to Illinois and in that state he secured a claim of eighty acres of government land near his father's farm. When a youth of sixteen he was regarded as an expert axman, being capable of cutting and splitting two hundred oak, ash or black walnut rails per day, and with these he fenced his land. He early assumed the heavy responsibilities which most youths do not assume until they have attained their majority, but with characteristic energy he carried on the work of developing his farm and in early manhood he established a home of his own by his marriage to Miss Hannah E. Shoudy. They became the parents of three children while residing in Illinois but lost two of them in infancy.

In 1852, accompanied by his wife and little daughter Rebecca, Mr. Horton started across the plains to the Pacific coast, traveling with a party of five families who took with them sixty horses. In the company were eight men, six women and six children, and a little one was born while the party were on the plains. The days lengthened into weeks and the weeks into months ere their arrival at The Dalles on the 6th of September. While en route they had encountered many hardships and trials and on one occasion the Indians made an attempt to steal their horses but failed. The year of their emigration was the one in which so many settlers suffered from the cholera and new-made graves marked the route of the wagon train all along the way. Mr. Horton was stricken with the dread disease and when very ill was providentially saved by a heavy dose of morphine. A lady said to his wife: "If that was my husband, I would give him a large dose of blue mass," which advice was rejected. Mr. Horton recovered but the lady took the dread disease and, taking a dose of the remedy which she had recommended, she passed away in less than twenty-four hours. Thomas Mercer, who was of the party, also lost his wife at the Cascades, but the rest of the party reached their destination in safety.

During the following winter the Horton family resided at Salem, Oregon. It was during that season that the territory of Washington was organized, the country lying to the north of the Columbia river being included within its borders. In the spring of 1853 Mr. Horton and several others walked to Olympia and thence on to Seattle, where Mr. Horton secured work with Mr. Bell, being paid two dollars and a half per day for chopping piles. He afterward went to Port Townsend, where he was paid ten dollars a day while engaged in clearing two lots. On the 1st of July of the same year he returned to Salem, expecting to secure work at harvesting, but the great emigration of that year had brought many unemployed men to the Pacific northwest and he was able to get only one day's work. On the 1st of September he started by team for Seattle with his family, accompanied by Mr. Mercer and his four daughters. They journeyed by way of Portland, ferried their horses across the river while the family proceeded in a scow to Monticello and then in canoes to the upper landing on the Cowlitz. There Mr. Horton, who had taken charge of the horses, met his family and the ladies of the party and put his wagon together and took them to Olympia, where he left his family while he returned for his household effects.

On the 15th of September, 1853, Mr. Horton arrived in Seattle. He was not only without money but he had become indebted to Mr. Mercer for fifty dollars for bringing them to Washington with his team. They were met on the beach by parties from Port Gamble and Mr. Horton and his wife were offered one hundred and thirty dollars per month with board if they would go there and cook for a camp of men. For nine months they were thus engaged, during which time the camp had increased to sixty men. When they went to Port Gamble Mr. Horton had a pair of overalls, a jumper, a hat and old boots and his wife was as poorly clad; but through their work at the lumber camp they managed to pay off their indebtedness, obtain a good wardrobe and also save eleven hundred and sixty dollars in gold. Subsequently Mr. Horton was employed in the Yesler mill, while his wife did the cooking for fourteen men for five months. He began work at 1:00 P. M., working until twelve midnight. He had previously purchased some lots and after he had obtained rest and sleep he would devote the remainder of his time before 1:00 P. M. to the development of his property. Mr. Phillips had purchased a small stock of goods on commission and they became partners in merchandising. On one occasion Mr. Horton started to San Francisco on a sailing vessel to purchase more goods, but a severe storm overtook the ship and two months passed before his return. An hour before they landed they heard the discharge of a cannon and knew there must be trouble with the Indians in Seattle. His boat was then hailed and he was told that if he did not answer it would be blown out of the water. Mr. Horton was naturally very anxious concerning the welfare of his family. In the morning he requested an Indian to take him home in his canoe, but the red man refused until Mr. Horton insisted strongly. They then started and on reaching the other side of the bay the Indian stopped to look for canoes, but seeing none, they recrossed and were hailed by the Decatur, on board of which Mr. Horton found his wife safe.

At the close of the Indian war Mr. Horton's business sagacity prompted him to dispose of his interests and become the founder of a private bank, which was the first bank established in Washington territory. This was in 1870 and the institution was conducted under the name of the Phillips & Horton Company, but Mr. Phillips died soon after its organization, at which time the firm style of Dexter Horton & Company was assumed. In 1887 this was reorganized into a state bank and has since enjoyed an uninterrupted term of prosperity. Mr. Horton was elected to the presidency and continued in the banking business for eighteen years. After being in active business for thirty-four years he sold his bank to W. S. Ladd of Portland, Oregon, disposing of it before the fire of 1889. After that disaster he began to rebuild his property and in three months had completed the Seattle block. A year later he erected the New York building and from his property holdings he derived a substantial annual income.

Mr. Horton lost his first wife December 30, 1871, and on the 30th of September, 1873, was married to Caroline E. Parsons. They became the parents of a daughter, Caroline E., named for her mother, who passed away March 4, 1878. Four years later Mr. Horton made a trip to the east and was there married on the 14th of September, 1882, to Arabella C. Agard.

Mr. Horton voted with the republican party and his religious faith was that of the Methodist church. He served as Sunday-school superintendent and took a very active part in church work, doing all in his power to advance

the moral progress as well as promote the material interests of the state. He gave generously to charity and was constantly extending a helping hand to others. As the years went on he prospered in his undertakings, leaving a fortune, and yet all through the years he had given most liberally where assistance was needed, his generosity and kindliness making him loved by all. Among his possessions were extensive property interests. He died July 28, 1904, while his widow survived until September 28, 1914. It would be impossible to separate his name from the history of the state, so deeply is it impressed upon the public records. He was one of a party to build a wagon road to eastern Washington in 1855, was one of the company that incorporated to build a railroad to Walla Walla in 1873 and again and again he was a cooperant factor in some measure that has been of the utmost benefit to the state. His close connection with Washington's development during its pioneer epoch and his later activity along the lines demanded by more modern conditions constituted him one of the valued citizens of the northwest, his efforts constituting a very desirable contribution to the work of public improvement.

EDWARD CORLISS KILBOURNE.

The ancestral history of the Kilbourne family has been distinctively American in its lineal and collateral branches since 1630 but the lineage is traced still farther back in England to about the year 1000 A. D. Throughout the long period of the connection of the family with the new world representatives of the name have been active along lines of life that have contributed to the upbuilding and development of the districts in which they have lived, and the record of Dr. Edward Corliss Kilbourne has been in harmony with that of his forbears, and Seattle has benefited greatly by his cooperation in plans and projects which have led to the substantial development of the city and also of the state.

He was born in St. Johnsbury, Vermont, January 13, 1856, a son of Dr. Everett Horatio Kilbourne and a grandson of Dr. Ralph Kilbourne, who entered upon the practice of dentistry during the epoch of pioneer development in that profession. He maintained an office in Montpelier, Vermont, and his ability placed him among the foremost representatives of dentistry on the American continent. His wife belonged to the Dearborn family, of which General Dearborn, officer in the Revolutionary war, was a member. Their son, Dr. Everett Horatio Kilbourne, a native of Chelsea, Vermont, attained even higher prominence in the profession than his father. Following his removal to the middle west he served as president of the Illinois State Dental Society and was also honored with the presidency of the American Dental Association. An incident illustrative of the skill of his father and grandfather is told by Dr. Edward C. Kilbourne, who in the early years of his practice was visited by an elderly gentleman, who asked to have his teeth examined. He was told that they did not need attention, whereupon the gentleman requested Dr. Kilbourne to take a good look at some gold fillings in his molars. The Doctor pronounced these in excellent shape, although considerably worn, remarking that they must have been inserted many years before, as the filling was of soft gold, and asking who did the work.

DR. EDWARD C. KILBOURNE

The man replied, "A dentist named Ralph Kilbourne put those fillings in forty-two years ago in Montpelier, Vermont." The Doctor exclaimed, "Why, that was my grandfather." "Well, now," said the patient, "please examine these two large fillings here." "They are all right," Dr. Kilbourne responded, "and are splendid specimens of dental skill, but are different from the others, being filled with cohesive gold, a variety of gold foil that had not been discovered when my grandfather practiced. Who did that work." The answer came, "Dr. E. H. Kilbourne of Aurora, Illinois, about sixteen years ago." "And that was my father. Well this makes me proud of my ancestors. I hope I may acquire as great skill and prove worthy of their example." To those familiar with the work of Dr. E. C. Kilbourne it is needless to say that he followed in the footsteps of his father and grandfather in attaining the highest degree of efficiency and skill, his work showing the same enduring quality. Dr. Everett Horatio Kilbourne was united in marriage to Frances A. Stone, a native of Vermont and a granddaughter of Colonel Stone, also one of the heroes of the Revolutionary war and a representative of one of the earliest New England families.

Dr. Edward C. Kilbourne was a little lad of two years when the family removed to Aurora, Illinois, where he attended the public schools and afterward studied dentistry with his father and also under the direction of his uncle, Dr. I. D. Kilbourne, of Chicago, and of Dr. George S. Meigs, of New York city. He practiced dentistry from 1876 until 1888, becoming a resident of Washington in 1883. Almost immediately his ability won him a liberal practice and he became recognized as one of the foremost representatives of the profession in the northwest. He initiated the organization of the Washington Dental Association, of which he became the first secretary, and he was largely instrumental in securing the passage of the first dental law by the territorial legislature, thus putting forth earnest effort to maintain high professional standards. He was also appointed by Governor Semple a member of the examining board and was elected its president.

In 1888 Dr. Kilbourne retired from the practice of dentistry in order to give his entire time to the promotion of various business enterprises which have been effective forces in the city's growth and improvement as well as factors in his individual success. He began dealing in real estate and his investments were so judiciously placed that splendid financial returns have accrued. In 1888 he joined with others in organizing the West Street & Lake Union Electric Railway Company, securing its franchise from the city. A consolidation was proposed by Mr. Osgood, the owner of the horse car line, which paralleled the electric line. This was agreed to and the Seattle Electric Railway & Power Company was organized with Dr. Kilbourne as its secretary. He was sent east and closed the contracts for the entire equipment and power plant for the line and thus instituted the first successful electric railway on the Pacific coast and one of the first in the United States. Later he held the office of president and treasurer of the company and he went east, where he secured the funds to build the power plant on Pine street and extend the lines to Fremont. In 1889, in connection with Judge William D. Wood, he built the Green Lake Electric Railway from Fremont to and around Green Lake, a distance of four and a half miles. In 1904, while manager of the Kilbourne & Clark Company, he built the first municipal street railway in Washington for the town of West Seattle, which was then a separate corporation

from Seattle. The line was a mile long, extending from the ferry landing and rising on a steady twelve per cent grade to the plateau above. This line was successfully operated by the town of West Seattle at a profit and was sold to the Seattle Electric Company at a profit of sixty-six and two-thirds per cent when the town became a part of Seattle.

In 1890 Dr. Kilbourne disposed of his street railway interests to engage in the electric lighting and power business. After the fire of 1889, which destroyed the business section of the city, including the electric lighting plant, the company was very slow in rebuilding and business men were clamoring for light. Dr. Kilbourne applied to the city council one Friday night for an electric lighting and power franchise, which was granted on the following Monday night. He telegraphed east for dynamos and other apparatus, went to work to install poles and wires and within sixty days from the time when the franchise was granted was furnishing light. In 1892 he consolidated his company with several others, forming the Union Electric Company, of which he served as president and general manager until it was joined with all the street railways of the city, except one, to form the Seattle Electric Company. In 1904 he began jobbing and dealing in electrical machinery and supplies under the firm style of the Kilbourne & Clark Company and was thus actively engaged in business until 1910. For a few years after the organization of the National Bank of Commerce of Seattle he was one of its directors.

From all these different interests Dr. Kilbourne has derived personal benefit but there are various other activities to which he has given his service without financial reward and which have proven of the greatest possible benefit to his city. During his boyhood days he was confirmed in the Episcopal church in Aurora, Illinois, and in 1885 he joined the Plymouth church of Seattle, of which he is still a member. Several times he has been elected a trustee and deacon of the church and served on its building committee during the erection of the church at Third and University streets and also the new church at Sixth and University. He was likewise chairman of the committee that raised thirty thousand dollars to clear off the debt of Plymouth church. He has been a most generous contributor to the church and most helpful in directing its activities. He was chairman of the committee that raised twelve thousand dollars to purchase a lot on First avenue for the Young Men's Christian Association in 1888 and was a member of the committee that cleared off the debt of thirty-five thousand dollars for the association in 1897. He was also chairman of the committee that raised two hundred and twenty thousand dollars to build the present Young Men's Christian Association building at Fourth and Madison streets, and acted as chairman of the building committee. For twenty-eight years he has been a director of the association, was its president from 1890 until 1896, is now chairman of the education committee and a member of the executive committee. According to Mr. Allen, for the past fifteen years general secretary of the association, "No man in the city has done more for the advancement of the association than Dr. Kilbourne, and it is due to him more than to any other one man that it has its present fine plant. For over a year he was untiring in his efforts to secure the necessary funds for the erection of the new building and while it was in the course of construction he suggested that two more stories be added and this was done." For the past sixteen years he has been a trustee of the Seaman's Friend

Society; is now a trustee of the Theodora Home and chairman of its board; and he has been a member of the Arctic Club since its organization.

Dr. Kilbourne's military experience came to him through connection with the National Guard. He served for five years in Illinois as a member of the Aurora Light Guard and for thirty days was in active service in Chicago and Braidwood during the strikes of 1877. For five years he was a member of the National Guard of Washington, becoming a charter member of the Seattle Rifles and serving during the anti-Chinese riots of 1887. In politics he has always been a republican where state and national affairs are under consideration, but is not partisan at city and county elections. He has ever been active in support of his honest political convictions and before the days of the direct primary was generally a delegate to the republican city and county conventions, but he has never sought nor would he accept office.

Dr. Kilbourne was married in Plymouth church, Seattle, on the 23d of June, 1886, to Miss Leilla Shorey, a daughter of Oliver C. Shorey, a Washington pioneer of 1856, and Mary Emiline (Bonney) Shorey, who became an Oregon pioneer of 1852 and in 1853 of Washington. She went through the Indian war of 1854-56. Mr. Shorey built the columns of the old University building that now stand in the present University grounds, the only part of the old building that was saved. Mrs. Kilbourne was born in Steilacoom, Washington, June 18, 1861, and is a graduate of the State University.

Such in brief is the history of Edward C. Kilbourne. The story of his life is worthy the study and emulation of American youths. He and a few other spirits like him have been the real originators and fathers of Seattle daring and enterprise. He has never allowed personal interests or ambition to dwarf his public spirit or activities, and his views have ever found expression in prompt action rather than in theory. His success has consisted, not in the accumulation of wealth, but in a life devoted to upbuilding the best interests of the city of his choice. While Seattle owes much to him for his pioneering work in providing electric railway, lighting and power facilities, and other industries which have so materially assisted its growth and progress, yet his greatest service to the city has been the unsparing gift of his time, thought and heart to those institutions and agencies which have done so much toward building up the character of its youth and young manhood and assisted in making Seattle what it is, a city of character.

HON. JOHN HARTE McGRAW.

The name of John Harte McGraw is indelibly impressed upon the history of Seattle and the northwest, for he did much to shape public opinion at a most trying period in the history of the city and, more than that, he gave evidence of the fact that neither fear nor favor could swerve him from a course which he believed to be right. Throughout his entire career he was the exponent of that system of law and order which must ever constitute the basis of a growing, substantial commonwealth; and in days when public affairs moved on calmly and quietly, with the serenity that grows out of an established order, he proved his

ability in business ways by handling important financial interests. In a word, he seemed adequate to every occasion and to every demand made upon him and his ability placed him among the most distinguished representatives of Washington's citizenship.

In that far-off American district known as the Pine Tree state, Mr. McGraw was born, his natal place being the Barker plantation in Penobscot county, Maine, while his natal day was October 4, 1850. He was descended from Irish ancestry, being a son of Daniel and Catherine (Harte) McGraw, both of whom were natives of Ireland. Coming to America in 1848, they landed at New York and thence made their way to Penobscot county, Maine, where the father conducted a lumber business until his death, which was occasioned by accidental drowning in the Penobscot river in 1851. He was a man of industry and of marked probity of character and his wife and children thus sustained a great loss in his passing. His widow afterward married again and departed this life in 1890.

John H. McGraw was a lad of eight years at the time of his mother's second marriage. Disagreement with his stepfather led him to leave home when he was a youth of fourteen, his mother consenting to this step. He was thus early thrown upon his own resources and from that time forward he made his way in the world unaided. Up to that time he had had the opportunity to attend school a few months each year. It was with difficulty that he gained a start but he early recognized the eternal principle that industry wins and he relied upon that quality for advancement. He soon secured a clerkship in a general merchandise store and when but seventeen years of age was employed as manager of a business of that kind, acting in that capacity for four years. He then established business on his own account, embarking in merchandising in connection with a brother older than himself.

His study of western conditions led him to determine to try his fortune upon the Pacific coast and in 1876 he made the long journey across the continent to San Francisco, where he arrived in July. After a brief period there passed he continued northward to Seattle, reaching his destination on the 28th of December. It was not long afterward before he secured a clerkship in the Occidental Hotel and later he conducted a small hotel on his own account but subsequently suffered losses through fire, which swept away all of the earnings of his former years. At that date he sought a position on the police force, which then numbered only four members. The capability with which he discharged his duties in that connection led to his election to the office of city marshal. He was chosen to the position on the republican ticket and the city council also made him chief of police. In this connection a contemporary writer has said: "In these positions his popularity as a citizen and officer continued to grow, and a year later he was nominated by his party as its candidate for sheriff of the county of King to fill an unexpired term. He was elected and twice reelected to the same office, and it was during his third term that the anti-Chinese trouble began. A serious conflict was threatened between the law-abiding and law-defying citizens, but it soon became known that Sheriff McGraw would uphold law and order, no matter what it might cost him personally, and by his tact and capable management the trouble and conflict were averted; but notwithstanding the commendable course taken by him, it seriously detracted from his popularity, arousing the opposition of those who sympathized with the lawless element, and when he was nominated for reelection in 1886 he was defeated, together with the others on the ticket."

During his connection with the administration of the law Mr. McGraw had gained considerable knowledge concerning legal principles and following his retirement from the office of sheriff he began studying and later passed the required examination that secured him admission to the bar. He then entered into partnership with Judge Roger S. Green and Judge C. H. Hanford, both eminent jurists, and a little later Joseph McNaught was added to the firm under the style of Green, Hanford, McNaught & McGraw. The professional career of Mr. McGraw proved both enviable and successful, but in political circles his ability was recognized and the public were loath to lose his service. He was again induced to become a candidate for the office of sheriff, his supporters urging that it would be well for him to accept the nomination in order that the people of the county might have the chance to show that in the opportunity for calm judgment which had come they approved his course in connection with the anti-Chinese riots which by his former defeat they had seemed to condemn. At the election of 1888 he was chosen for the office by an overwhelming majority and again he bent every energy toward the faithful discharge of the duties of that position and the maintenance of law and order. He would have been again nominated had he not positively declined to once more become a candidate. He felt that he had given sufficient service to the public and he now wished to give his attention to private business affairs, for he had been elected president of the First National Bank and wished to become in truth as well as in name the chief executive of that institution. He remained at its head for seven years and carefully directed its interests.

Again the people demanded that he enter public life. Many of his fellow citizens urged him to accept the candidacy for governor and at length he consented. The election returns showed him to be the popular candidate and from January, 1893, until January, 1897, he directed the affairs of the commonwealth with the same capability that he displayed when sheriff and as a bank official. His entire administration was characterized by needed reforms and improvements. Progress was his watchword and at the close of his term papers of various political complexions spoke of him in terms of warm praise and regard, acknowledging the dignity and ability with which he had sustained the honors of the office. One paper said: "It is to the lasting credit of the ex-governor that general public sentiment approves his administration as honest, faithful, zealous and conspicuously businesslike. He has been the tool of no combination, but has preserved clear-sighted mastery of his own convictions at all times. His state papers have been models of clearness and directness and show a mind well stocked and well balanced. American 'gumption' pervades these papers and no lover of the state will ever turn from their perusal with lessened respect for their distinguished author." A paper of the opposition party said: "He is a growing man; has studied and worked hard to make himself competent to discharge the duties devolving upon him, and his administration has been creditable to himself and party." When Governor McGraw laid aside the affairs of state he gave his attention largely to the management of his mining interests on the Yukon river in Alaska and to the control of his real-estate investments there.

In 1874 was celebrated the marriage of Governor McGraw and Miss May L. Kelly, a native of Maine and a representative of an old New England family.

They became the parents of a daughter and son: Kate Edna, now the wife of Fred H. Baxter, of Seattle; and Mark Thomas, who has important mining interests in Alaska.

Governor McGraw held membership in the Masonic fraternity, being identified with both the York and Scottish Rites and attaining the thirty-second degree in the latter. The death of Mr. McGraw occurred June 23, 1910, and in his passing the state lost one whom it had come to look upon with honor and whose record ever reflected credit upon the commonwealth. His constantly expanding powers took him from humble surroundings to the field of large enterprises and continually broadening opportunities. His was the early struggle that must precede ascendency. The efforts required to live in ungenerous surroundings, the necessity to make every blow tell and to exercise every inventive faculty, developed powers of mind and habit which caused his name to become a distinguished one in the Sound country. Those who opposed him most strenuously came to recognize in him one who was always loyal to his honest beliefs and a large measure of admiration was entertained for him wherever he was known. His modest advantages he turned to excellent account and the wisdom, energy and success with which he pushed his way along is a study for American youths. The simplicity and beauty of his daily life as seen in his home and family relations constituted an even balance to his splendid business ability and his activity as a public official.

JOHN WEBSTER.

John Webster deserves mention in a history of Seattle as one of the pioneer residents of the city, as a member of the territorial legislature, as an active and successful business man and as one of the organizers and the first president of the Young Men's Christian Association of Seattle. In a word, his activities were varied and had a direct and beneficial effect upon the development of the state. He was seventy-four years of age when in 1891 he passed away and the long years of his life were fraught with many good deeds. He was born on the prairie that is now included within the corporation limits of New York city, his parents having come to this country from Ireland in early life. He remained in the east for some years after his marriage and in 1857 he came by way of the Isthmus route to the Pacific coast, landing first in California and proceeding thence to the Salmon river country, where he worked in the mines. He afterward went to Port Gamble, where he was employed in the mills for a few months, and then proceeded to Port Madison, where he followed the trades of molder and blacksmith. In the spring of 1862 his family had joined him on the coast. They, too, had made the journey to the far west by way of the Isthmus route.

After devoting some time to the molder's trade and blacksmithing at Port Madison Mr. Webster purchased a ranch on the White river, of which his son, David H., became the occupant and manager. In 1880 Mr. Webster removed to Seattle to take up his abode and there lived retired. Some years before his wife had bought two lots at the corner of Third and Madison streets and the family

MRS. JOHN WEBSTER

JOHN WEBSTER

residence was erected thereon. Mr. Webster always had great faith in Seattle, recognizing the natural advantages afforded by its situation upon the Sound and the lakes. He did everything in his power to advance its interests and spread its reputation and his efforts were effective and beneficial. Not only was he interested in the material growth of the city, but also in its social, intellectual and moral progress, and he assisted in organizing and became the first president of the Young Men's Christian Association. His religious faith was that of the Baptist church. He was living in Port Madison at the time the first Masonic lodge of Seattle was organized and he afterward became the first master of St. John's Lodge. His interest in the cause of education found tangible expression in his service as regent of Washington State University. He gave his political allegiance to the republican party and while living at Port Madison served as postmaster and was also called upon to represent his district in the territorial legislature, of which he was a member for two years.

Mr. Webster was married in Otsego county, New York, to Miss Phoebe Ann Stowell, who died in 1886. They were the parents of a son and two daughters: David H., deceased; Mary E., who became the wife of Edward A. Thorndike, of Seattle; and Frances Ellen, who became Mrs. William Johns and who afterward married John Fells, of San Francisco. Mr. and Mrs. Webster also reared an adopted son, Edward M. The older daughter was married on the 4th of February, 1864, to Edward A. Thorndike, who has now passed away. They became the parents of five children, of whom three are living, Mrs. Lucile De Cue, Charles A. and Cora E.

Mrs. Thorndike is a member of the Pioneers Association, for she became a resident of Seattle in the spring of 1862, when her mother came with her children to join the husband and father on the Pacific coast. She has every reason to be proud of her father's record in connection with the development and upbuilding of this section of the country. He placed no fictitious values upon life, but judged the true worth of every activity, and while he sought material success that he might provide a comfortable living for his family, he never neglected the higher, holier duties of life and left his impress for good upon projects and movements which have figured in the moral progress of city and state.

CORNELIUS HOLGATE HANFORD.

The name of Judge Cornelius Holgate Hanford is carved on the keystone of the legal arch of Washington. He is an eminent jurist, whose strong mentality, directed in the channel of the law, has enabled him to become one of the foremost forces in maintaining that justice which is one of the strongest bulwarks in advancing civilization. He has the distinction of having been the last chief justice of Washington territory and its first federal judge after the admission of the state into the Union. His entire career has reflected credit and honor upon the people who have honored him, and the career of no man in the public service of Washington has been more faultless in honor, fearless in conduct and stainless in reputation.

Judge Hanford has been a resident of the northwest from the age of four years. His birth occurred in Van Buren county, Iowa, April 21, 1849, and in 1853 the family removed to Oregon, making their way directly to the Sound. In 1850 a donation claim had been chosen for them in the Duwamish valley, where that part of Seattle now called Georgetown now stands. The claim was chosen by Mrs. Hanford's brother, John C. Holgate, but before the arrival of the family it was taken by another settler and the Hanford home was established upon a claim farther north, lying mostly on the upland and now within the corporation limits of Seattle, but, owing to losses occasioned by the Indian war and other financial reverses this claim had passed out of the possession of the Hanford family long before it reached its present valuation. In 1861 a removal was made to California, but in 1866 the family returned to the Sound and Judge Hanford attended the pioneer schools of the little frontier village of Seattle and later pursued a course in a business college in California. His appetite for knowledge was not satisfied with the opportunities thus far received and he embraced every means that came to him of advancing his education, learning many lessons in the school of experience and studying constantly along those lines which have to do with the attainment of professional eminence or with the still broader concerns of public policy and duty. Public debate was a popular form of entertainment among pioneers and Judge Hanford became an active member of one of the early debating societies. He was a member of such a club during a considerable part of the time the family resided in California and it was doubtless in such early intellectual contests that he began to acquire that keenness of perception, power of analysis and facility of expression which distinguish his decisions as a judge, as well as to realize the value of accurate information and to establish the habit of study and close application which has made him not only a self-educated but a well educated man.

Like most boys of pioneer times, Judge Hanford had to early depend upon his own resources for a living and eagerly availed himself of such opportunity as offered for employment in stores and in offices. After the return of the family from California in 1866 he carried the mail for two years between Seattle and Puyallup, making the trip once a week on horseback summer and winter, over roads that were at times almost impassable. In those days the steamers brought mail once a week to Seattle and the second mail was secured by this horseback route, letters being forwarded from Olympia to Steilacoom and thence to Puyallup.

About the time he attained his majority Judge Hanford determined to make the practice of law his life work. He had no money with which to enable him to carry out his purpose and went to Walla Walla county, hoping to secure work on the cattle ranges. After being employed for a time on a stock ranch he secured a preemption claim. He availed himself of every opportunity to advance his fortune, teaching school for one term, conducting a small fruit store for a time and traveling for a soap factory, but early in the latter experience he encountered a revenue officer, who informed him that he would require a government license to engage in the business, and, not caring to procure one, he returned to the Sound. A little later he made arrangements to become a law student in the office of George N. McConaha, son of the first president of the territorial council. After two years devoted to reading in that office he was

admitted to the bar in 1875 and almost immediately was retained on a case which took him into court. One of the best known lawyers in Seattle at that day had sued a tenant, who employed Mr. Hanford, the then youngest member of the bar, to defend him. When the case came on to be tried the plaintiff appeared in his own behalf and with three other lawyers, one of whom has since acquired nation-wide reputation as counsel for railroads and other great corporations; but in spite of this array of opposing talent Hanford declared himself ready for trial. The taking of the testimony occupied nearly all of two days, and the court (Judge Orange Jacobs) limited the arguments to half an hour on each side, thus equallizing in some degree the struggle at that stage between the young man and his four formidable antagonists. When the case finally went to the jury the defendant won, and the young lawyer walked out of court triumphant.

Judge Hanford was appointed United States commissioner in 1875, acting in that capacity until elected to the territorial council. Although he was the youngest member, and wholly without legislative experience, he was chosen to preside at the organization of that body and would have been made the permanent presiding officer had he not declined. He felt that he would enjoy better advantages to serve his constituents on the floor and therefore desired to work for the benefit of the commonwealth without accepting the office. The era of financial depression following the Civil war was yet upon the country and the people were complaining of the burdens of taxation. Judge Hanford had been educated in that severe school which made him mindful of the people's interests and an opponent of every extravagance. Moreover, naturally studious and observant, he knew the demands of the people and the needs of the state. His natural ability, his brief but thorough training as a lawyer, made him a ready and forceful debater and he proved one of the most earnest and active working members of the house, stanchly supporting any measure for the good of the commonwealth or as strongly opposing it if he believed it detrimental. A plan for a convention to form a constitution and apply for the admission of the territory as a state had been forming for some time. The people at a recent election had approved the idea, and it was manifestly favored by a majority in both houses, but Hanford believed that the project would be futile, as proved to be the case. Congress had passed no enabling act and the population of the territory as shown by the preceding census was less than twenty-four thousand, which was not half the population of Oregon when admitted. He did not try to defeat the convention, but by firmness in contending against a majority of the house of representatives succeeded in limiting the number of delegates to fifteen, thereby holding the cost down to a minimum. The convention was held, as elsewhere related and framed a constitution, but congress refused to consider it.

In 1878 Judge Hanford joined Charles H. Larrabee in a partnership for the practice of law and in 1881 he was appointed assistant United States attorney by John B. Allen, occupying that place while Mr. Allen continued in office and also for nearly a year under Mr. Allen's successor, William H. White, during which time he had complete charge of the official business in western Washington. In 1882 he was appointed city attorney of Seattle and in 1884 and in 1885 was elected to that office. While the incumbent of that position the city charter was revised and to that work he gave almost constant attention, assisting and

advising the committee in its deliberations and putting its conclusions in legal form. It was while he was acting as city attorney and assistant United States attorney that the riotous attempts to drive the Chinese out of Seattle occurred. Naturally Judge Hanford's influence was on the side of law and order and he displayed the utmost courage in the court and in the streets as a peace officer and member of the militia. In 1888 he became chairman of the republican territorial committee and it was through his efforts that John B. Allen was elected delegate to congress by a majority of nearly eight thousand, overcoming the democratic majority of the preceding election of over two thousand.

When Chief Justice Burke resigned in March, 1889, Mr. Hanford was appointed his successor and thus became the last chief-justice of Washington territory, serving in that capacity until the admission of the state in the following November. He was then but little past the fortieth milestone on life's journey but half of his life had been devoted to the earnest study and diligent practice of the law and as legist and jurist he had won such distinction that his appointment as federal judge of the new district of Washington was the logical sequence, winning almost unanimous approval throughout the state. His appointment came to him February 25, 1890. Snowden's history says of his career in this connection:

"The district of Washington, during the fifteen years that it remained undivided, probably presented a larger number and greater variety of causes for trial in the federal court than any other. A range of mountains divide it into two parts, in which the climate, quality of soil and character of natural products widely differ and greatly diversify the employments of their inhabitants. The western portion is provided with many commodious harbors and with an abundance of timber and coal, inviting the investment of large capital and encouraging the organization of many corporations for their development. The eastern portion is subdivided by climatic conditions into two relatively equal parts, arable and arid. In the latter, forming the middle part of the state, crops are grown only under irrigation, while in the former the rainfall is sufficient to produce a bounteous yield of grain, fruit and vegetables and to provide the most favorable conditions for stock-raising. In a region having such variety of soil and climate and such abundant natural products to encourage the activities of men and the investment of capital, the diversity of growing interests was very great. Most of the larger enterprises, particularly the railroads, which for the most part were owned by foreign corporations, employed a vast amount of capital furnished by non-resident investors, so that the legal difficulties arising out of their operations naturally went to the federal court for adjustment. The number of cases brought in that court, particularly during the troublous times following the panic of 1893, was very large, as well as of exceedingly varied character. During the fifteen years when Judge Hanford was the only judge in the district, he presided at the trial of more causes, probably, than any other judge in the country. The law required him to hold court at four places—Seattle, Tacoma, Spokane and Walla Walla—so that his work was done at no small sacrifice of time and personal convenience. And yet, his published opinions, rendered during the time when he was the only resident federal judge in the state, many of them in causes of very great importance and involving most intricate questions of law, number more

than four hundred and forty, while more than five hundred memorandum decisions were filed during the same period, which have not been published.

"It is not possible, within the limits of a sketch of this kind, to analyze these opinions or indicate in more than a general way their scope and value. Many of them determine points of law or practice of grave consequence; some have so far changed the current of events as to be of historic interest. Lawyers will find that they cover the whole range of our land laws, from the donation law of 1850 to the most recent enactments, and settle a large variety of questions that have been raised by the attempts of settlers to make locations under the mineral laws or the timber or stone acts, particularly within the limits, the supposed limits, or the possible limits of railroad grants, and Indian reservations, or land claimed by the state for school or other purposes, or as tide lands. In several of them the Indian treaties are construed and the rights of full bloods and mixed bloods to allotments within the various reservations, or to inherit from relatives who were allottees, as well as to exercise certain privileges supposed or claimed to be granted, guaranteed or denied, are specifically defined. In many of those Indian cases there was no precedent to guide the court in reaching a conclusion, and some of them presented questions of extreme intricacy. The cases of the United States v. Hadley (49 Federal Reports, 437) presented specially interesting questions of this kind. In Collins v. Bubb (73 Federal Reports, 735) the court held that prospectors might make mining locations in that part of the Colville reservation which had been restored to the public domain, subject to the rights of the Indians to make substitutions for allotments in severalty, without waiting for the proclamation of the president fixing the time for entry of agricultural lands.

"Questions of even greater intricacy and interest in relation to the rights of settlers to acquire land under the donation law, the homestead law, the timber, stone and arid land acts, and in regard to the right of dower or community rights occurring before or after the adoption of the community property law in 1869, as well as to the right of inheritance under various conditions, have been decided in numerous cases, some of the most noteworthy being Richards v. the Bellingham Bay Land Company (47 Federal Reports, 854), McCune v. Essig et ux. (118 Federal Reports, 273), La Chappell v. Bubb (62 Federal Reports, 545), Gratton v. Weber (47 Federal Reports, 852) and Northern Pacific Railway Company v. Soderberg (99 Federal Reports, 506).

"Three of the land cases that Judge Hanford has decided have more interest than the others because of the importance of the questions raised by them, the extent and value of the property affected, and the number of people who were more or less directly concerned. His decision in each has been affirmed by the supreme court, and the questions raised are therefore forever settled. These are United States v. Bubb (44 Federal Reports, 630), Mann v. Tacoma Land Company (44 Federal Reports, 27) and the Corporation of the Catholic Bishop of Nisqually v. Gibbon, et al. (44 Federal Reports, 321).

"The first of these cases involved the construction of the timber and stone act. It was contended on the part of the government that the proper interpretation of the statute would exclude from entry under it all lands capable of being used for agricultural purposes, no matter at what cost. In other words, the court was asked to judicially determine that congress, by using the words

'valuable chiefly for timber but unfit for cultivation' meant 'unfit for cultivation and valuable chiefly for its timber and stone.' Such a declaration of course would have greatly restricted the application of the act and perhaps have led to endless litigation and the unsettlement of many titles. The secretary of the interior had decided that locations under the act must be restricted to 'such lands as are found in broken, rugged or mountainous regions, where the soil is unfit for cultivation,' but Judge Hanford refused to follow the ruling. In his decision he described at length the varied character of the land in this state on which timber and stone are found and pointed out that most or nearly all of it might be made fit for cultivation in some form, though in many cases at excessive cost. It is, however, chiefly valuable for its timber; but in his view that was the character of land contemplated by the act, which was as much subject to sale under its provisions if situated in near proximity to navigable water, or a farming community or a city, or a railroad, as if it were in some remote, broken, rugged and mountainous region. In affirming the decision, the supreme court held that the acts applied to lands chiefly valuable for timber and unfit, at the time of sale, for cultivation—in fact, that it did not refer to the probabilites of the future but to the facts of the present.

"In Mann v. the Tacoma Land Company the plaintiff sought to establish the validity of certain locations by valentine scrip on very valuable lands below the line of high tide, and not within the surveys of public lands of the United States, in front of the city of Tacoma. The case turned wholly upon a single point which was conclusive of the whole matter at issue and to this Judge Hanford confined his opinion which is very brief. In the act of congress authorizing the scrip it was provided that it might be located on 'any unoccupied and unappropriated land of the United States, whether surveyed or unsurveyed,' and the court held that the use of it was thus limited to land that either had been or remained to be surveyed, and included within the surveys, according to the established and known rules governing surveys of the public lands; and further that where lands surrounding a harbor had been surveyed by the government and the boundary line between land and water established at approximately the line of ordinary high tide, which, according to law and usage in this country, is the boundary line between land and water, and the limit to which such survey may extend, and such surveys had been approved by the general land office, it was, as to matters relating to sale and disposition of land of the United States, conclusive and binding upon all persons as well as upon the government, and the plaintiff could acquire no right or title to such tide land by his location. In affirming this decision Mr. Justice Brewer wrote an opinion, three or four times as long as that of Judge Hanford, but confirmed it on the same point.

"The act of congress of August 14, 1848, authorizing the people of Oregon to form a territorial government, provided that the title to land occupied by the various missionary societies then in the territory, but not exceeding six hundred and forty acres at any one place, should be confirmed and established in the several religious societies to which the missionaries belonged. In 1887 the bishop of Nisqually began suit in the territorial courts under this act, claiming title to a part of the land at Vancouver, which had formerly been occupied by the Hudson's Bay Company as its principal station on the coast, and later by the military as an army post. The government intervened in the case and after the admis-

sion of the territory to statehood it was transferred to the federal court, where the attorney-general appeared and filed an answer for all the defendants, who were officers of the army at Vancouver barracks. The case was subsequently heard and in deciding it Judge Hanford reviewed, in most interesting detail, the events and circumstances out of which the claim grew up, from the time when Fathers Blanchet and Demers arrive at the Hudson's Bay post in 1838 down to the time suit was begun. The first services held at the fort by these priests had been in a room provided by Dr. John McLoughlin in a building owned by the company and upon the land sued for. These priests and others, their sucessors, had continued to hold services there from time to time, and the officers of the company and its servants had contributed to maintain the services and furnished the priests living quarters at the fort, as well as a place in which to hold services, until the undisputed sovereignty of the country passed to the United States by the treaty of 1846 and even later. In 1849 Major Hathaway, with his command, arrived at the fort and rented from the Hudson's Bay Company the right to occupy the property for a building for army quarters, including a part of that which contained the chapel, and with the consent of the company established a military camp on the land in dispute. In 1850 a military reservation was created in the usual way, which included this land, at which time the reservation was declared to be subject to the rights of the Hudson's Bay Company and notice was given that its buildings must be appraised and payments for them by the government would be recommended. It was not until May, 1853, that the church laid claim to any part of the land by filing a notice with the surveyor-general of Oregon. This notice was amended in May, and again in December, of that year, for the purpose of changing the boundaries of the land claimed. Upon the extinguishment of the claims of the Hudson's Bay Company in 1859, application was made to the general land office by the church for a survey of the land. Protests were filed and after investigation by the land office the matter went to the secretary of the interior for final decision; and in March, 1872, that official held that the church was entitled to something less than half an acre, being the ground on which its chapel stood. In January, 1876, the president approved the plat of the military reservation and confirmed the ruling of the secretary. But, notwithstanding this seemingly favorable executive action, Judge Hanford held that it was not conclusive, since congress had conferred no power on the department to decide any questions concerning grants to missionaries, and the court must therefore find what the facts were from the record before it. There was a missionary station on the land claimed at the time the act was passed, but this fact of itself did not justify the claim that six hundred and forty acres of the land surrounding it passed to the church, subject only to the Hudson's Bay Company's temporary right of possession. Congress had not intended to make a mere gift to the missionary societies, but rather to recognize the claims of a few people, who, incidentally to their missionary labors, had, by their toil, created property whereby the material interests of the nation were benefited and to protect their rights so created, by confirming their title to the lands they had so improved. The missionaries, most of whom were loyal citizens of the United States, were the earliest to arrive of all pioneers, and they had contributed materially to establish our claims to the Oregon country, and it was but justice for congress to confirm to them the lands they had settled upon, improved and made

valuable by their labor, and the word 'occupied' as used in the statute meant occupied in this sense; it excluded the idea that the occupancy of a tenant or guest, or any occupancy subservient to the right of another, could suffice to support a claim to a grant and these Catholic missionaries had only occupied the land claimed in this suit under permission from and in subordination to the Hudson's Bay Company, the church had thereby acquired no rights in it whatever. The supreme court disagreed with this finding in so far as to hold that the general land office, under supervision of the secretary of the interior, was charged with the duty of determining the whole matter, including the extent of the grant, but held, as Judge Hanford held, that to successfully maintain a claim to any grant at all there must be occupancy, and such occupancy as is wholly independent and separate, and not inferior and subordinate, and occupancy on one's own right, and not under and dependent upon another; and as the occupancy of the mission station was under and by permission of the Hudson's Bay Company, it was no more than a tenant at will, or by sufferance, and as such no rights attached to it under the grant.

"The numerous admiralty cases that Judge Hanford has heard and determined involve questions of maritime law almost as numerous as the cases themselves. The one feature of the opinions rendered in this class of cases which is most certain to fix the attention of the layman who reads them, is the extreme care displayed to protect the rights of the seamen wherever they were involved. The style of composition of the opinions in the Strathnevis case (76 Federal Reports, 855) and the Robert Rickmers case (131 Federal Reports, 638) is unique and adapted to describe vividly the occurrences. Since these opinions were published some of his associates on the branch have hinted to the judge that he might do well to try his hand at writing romances.

"Judge Hanford has a special aptitude for considering and determining patent cases. He laboriously studies specifications, drawings and models until he comprehends the operations of the most complicated mechanism; and he is himself an inventor, having designed and patented not only in this country but also in England and Canada, a machine for capping and otherwise operating on cans to be used as receptacles of every sort. Perhaps it is for this reason that something more than a fair share of patent cases appear to have been assigned to him when sitting as a member of the court of appeals.

"During the period of financial stringency that followed the failure of Baring Brothers in 1890 and continued until 1896, there was no national bankruptcy law in force and many insolvent business firms and corporations were forced to liquidate under the supervision of courts of equity, their powers being exercised through receivers acting as custodians of the assets and general business managers of the insolvent concerns. In this way a large part of the mercantile, manufacturing and transportation business of the state of Washington was for several years conducted by receivers chosen and appointed by Judge Hanford. The administration duties incidental to his office cast upon him an extraordinary burden of responsibility, for, believing that receivers should be as impartial as the court, he insisted upon exercising his own judgment in the choice of persons to be the agents of the court and assumed full responsibility for the conduct of his appointees, and they consulted with him and acted in accordance with his instructions in all important matters. They received, dis-

bursed and accounted for many millions of dollars, and executed their trusts with fidelity and intelligence, so that no complaints were ever made by creditors or owners of losses through peculation or errors.

"One of the most noteworthy instances of judicial assumption of control of a large enterprise was in connection with the foreclosure of a mortgage covering the entire system of the railroads of the Northern Pacific Railroad Company, extending from Lake Superior to Puget Sound and Portland, Oregon, and the vast areas of land granted by congress as a bonus to promote its construction. After the failure of Jay Cooke & Company, the first financial managers of the corporation, construction was suspended for several years. Then, Henry Villard, as the head of a syndicate, acquired control, secured funds to extend the road from the Missouri river to a connection with the Oregon Railway & Navigation Company's railroad at Wallula on the Columbia, and equipped it for continuous service between its eastern and western terminal points. When so much had been accomplished the investors became dissatisfied and deposed Villard. After several years he recovered financial prestige, regained control of the Northern Pacific and his friend, Thomas F. Oakes, was made president of the corporation. In the year 1893 many of the stockholders again became dissatisfied with the Villard policies and management and it became known that a sufficient number had combined to take control at the next annual meeting of stockholders, elect a majority of the board of directors and make Brayton Ives president in place of Villard's friend Oakes. The contemplated changes of directors and officers could not be prevented, but the incumbents resorted to strategy to circumvent the plan of their adversaries with respect to the actual control of the property and business of the corporation. To that end the Farmers Loan & Trust Company, which was trustee for the mortgage bondholders, united with two stockholders in a suit in equity to have receivers appointed to take charge of the assets and business of the corporation on the alleged ground of its insolvency and inability to meet its current expenses and fixed liabilities. It was important to initiate the receivership in the court that would be compliant to the wishes of those who planned this coup d'etat, and, accordingly, although the financial home of the corporation was in New York, its operating headquarters in Minnesota, its property located in and extended through the western district of Wisconsin and in the states of Minnesota, North Dakota, Montana, Idaho, Washington and Oregon, and its leased connecting lines extended to Chicago in the state of Illinois, the courts in all these jurisdictions were avoided and the complainants were entirely successful in getting all that they desired by making their application to Judge Jenkins in the United States circuit court for the eastern district of Wisconsin. He appointed Thomas F. Oakes and two others as receivers, whereupon ancillary suits were commenced in each of the other jurisdictions above enumerated, and the same receivers were appointed in each, who promptly assumed full control. It is a matter of importance to be noted that the orders of the several courts appointing receivers in the ancillary suits provided that the receivers should render to them from time to time when required, accounts of their transactions. These ancillary proceedings were based upon a rule of comity, which is a rule of convenience pursuant to which the orders of the court of primary jurisdiction are copied and adopted and made effective.

"At an early state of the receivers' administration, in contemplation of a gen-

eral reduction of wages, the receivers obtained from Judge Jenkins an injunction against all employes, to forestall an anticipated strike. The order for the injunction was probably the most arbitrary one of its kind ever promulgated by any court, as it forbade any of the employes to quit the service, and it caused public indignation. Judge Jenkins was threatened with impeachment, and an inquiry preliminary to his prosecution was instituted in the house of representatives. The injunction was modified first by Judge Jenkins himself and on an appeal to the circuit court of appeals for the seventh circuit it was further modified to conform to an opinion by Circuit Justice Harlan (60 Federal Reports, 803; 63 Federal Reports.) Happily for Judge Hanford's reputation, he refused to be bound by the rule of comity in this instance, and required the order to be modified before signing it.

"In the year 1894 the operation of the transcontinental railway lines was attended with extraordinary difficulties. First there were annoyances from roaming bands of unemployed persons who frequently insisted on riding on freight trains without paying fare. Then came the Coxey army movement to assemble a host of the unemployed at the national capital for the object of influencing legislation by congress in some undefined way for their benefit. In California trains were furnished to carry these people free beyond the state boundary. In the state of Washington it was boldly proclaimed that the army would by force compel the furnishing of trains for free transportation over the Northern Pacific Railroad, and to execute their threat fifteen hundred men were mustered at Puyallup under a self-appointed general. At this juncture the receivers did not ask Judge Jenkins for assistance, but they did make an application to Judge Hanford. Under his direction the United States marshal organized a force of several hundred deputies to protect the receivers against the misuse of the property in their custody and with the cooperation of Governor McGraw he checked execution of the plan of compelling the making up of trains for use of the army. The general then appointed each individual man a quartermaster to provide transportation to get himself as far east as Spokane, and they all proceeded by tramping and stealing rides as they could. On the east side of the Cascade mountains they found some cattle cars standing on the main track, which they seized, and nearly two hundred men risked their lives and endangered any trains they might have met by taking a wild ride on the down grade, a distance of eighty miles. They were captured by the marshal and his deputies and brought back to Seattle, and Judge Hanford sent them to the United States penitentiary on McNeil's Island for three months. The trouble with the Coxeyites was followed by the sympathetic strike of railroad employes, directed by Eugene V. Debs, which compelled the marshal to retain his force of deputies through most of the summer of 1894, as many of the employes of the receivers joined the strikers and were aggressive and abusive toward those who remained loyal. There was but a short interval during which the running of trains was suspended, for Judge Hanford was resolute in requiring the receivers to maintain the efficiency of the service. In one instance during the strike, General Otis, commanding the military department of the Columbia, telegraphed to Judge Hanford a request for a train to move a regiment from Kalama to Seattle. Being unwilling to risk delay through the red tape method of doing business, the Judge personally directed the superintendent to furnish the train, and it was done so promptly that the soldiers

arrived at Seattle before midnight of the day that the order was issued at Washington under which General Otis acted in sending them.

"During this epoch Judge Hanford received many abusive and threatening letters. Warnings of assassination were placarded in public places in Seattle and in a distant town he was hung in effigy on the fourth day of July. Several years afterward the same judge was the Fourth of July orator in the same town, and the people were cordial in their expressions of esteem.

"One of the pretexts for choosing the eastern district of Wisconsin as the location for primary jurisdiction was that the Wisconsin Central Railroad was being operated under a lease by the Northern Pacific Company as a part of its system; but in a short time the receivers, finding that property to be an expensive burden, cancelled the lease and surrendered it to its owner. After that had been done the Farmers Loan & Trust Company commenced a second suit in the United States circuit court for the eastern district of Wisconsin to foreclose the mortgage, and in that suit an order was entered appointing the same receivers and the two cases were then consolidated and similar proceedings followed in each of the courts exercising ancillary jurisdiction. A new board of directors having been elected and Brayton Ives having succeeded Mr. Oakes as president, the corporation assumed an attitude hostile to the receivers. They were charged with extravagance and mismanagement and there was protracted litigation at Milwaukee, contesting their accounts, which resulted in a decision by Judge Jenkins favorable to them (61 Federal Reports, 546.) The controversy was in 1895 removed to Seattle by a petition filed in behalf of the corporation in the United States circuit court for the district of Washington, asking that the receivers be required to file accounts in compliance with the requirements of the orders of the court appointing them. Judge Hanford made an order setting a time for hearing the application and requiring notice thereof to be given to the interested parties; and at the designated time the court convened for the purpose, Judge Gilbert, one of the circuit judges for the ninth circuit, and Judge Hanford sitting together, and there was in attendance a formidable array of talented lawyers to argue pro and con. Those supporting the petition were Harold Preston and Samuel H. Piles, of Seattle, Wilbur F. Sanders, of Montana, and Silas W. Pettit, of Philadelphia, and opposed to them were C. W. Bunn, of Minnesota, John C. Spooner and Mr. Flanders, of Wisconsin, J. N. Dolph and John H. Mitchell, of Oregon, John B. Allen and E. C. Hughes, of Seattle, and D. J. Crowley, of Tacoma. Of these Sanders, Spooner, Dolph, Mitchell and Allen were distinguished as men who had been chosen to represent their respective states in the United States senate, and Piles subsequently became a senator. The main ground on which the receivers opposed the application was alleged lack of jurisdiction in the court to compel them to render accounts. The judges wrote separate opinions, but concurred in overruling the objections and ordered the receivers to file accounts or show cause for their failure to do so at a specified time (69 Federal Reports, 871.) To avoid compliance with the order the receivers resigned and Judge Jenkins accepted their resignations and immediately appointed two other persons their successors. At the time set for them to show cause at Seattle for their failure to file accounts, the three original receivers discreetly kept their persons beyond the territorial limits within which an attachment for contempt could have been served, but by their counsel tendered their resignations and at the same time

counsel representing the Farmers Loan & Trust Company applied to the court for an order appointing the two persons who had been appointed receivers by Judge Jenkins.

"Judge Hanford promptly refused to accept the resignations and made an order removing the contumacious receivers. He also denied the application to appoint as receivers the two persons who had been appointed by Judge Jenkins, and appointed another person to be sole receiver of the property and business within the court's jurisdiction. Similar proceedings followed in the United States circuit court for Oregon and Idaho. In Montana the district judge refused to accept as his appointees to succeed Oakes and his associates either of the receivers then in office in other districts, and he then appointed two others of his own selection. This additional complication was soon afterward eliminated by Judge Gilbert, who made a trip to Montana, for that purpose, removed the district judge's appointees and substituted the one receiver whose first appointment had been made by Judge Hanford at Seattle, and who then was in full control of the Northern Pacific Railroad Company's affairs in four states. Brayton Ives was in Seattle and exulted in his victory when the court there declared its independence of the primary jurisdiction assumed at Milwaukee. This circumstance is significant in view of his subsequent acquiescence in a plan devised to undo all that had been accomplished as a result of his opposition to the Villard regime. No effort was made to invoke the authority of either of the appellate courts or an application for a writ of certiorari, but after an ineffectual effort to amalgamate the receiverships the thing happened which has been intimated—Brayton Ives capitulated. That is to say, he ceased to make war on the receivers and joined in a petition asking four justices of the supreme court to associate themselves together in the capacity of a special tribunal to declare the supremacy of the court exercising primary jurisdiction of the pending suit to foreclose the mortgage on the Northern Pacific Company's property and to issue mandates to the other courts commanding them to defer to that authority. (This is not the phraseology of the petition but states the prayer according to the intention of the petitioners.)

"Then something else happened, a most astounding thing. The four selected members of the supreme court of the United States, Field, Harlan, Brewer and Brown, accepted the commission tendered by litigants, and made the decision and issued the mandates desired, (72 Federal Reports.) The next occurrence was an application presented to Judge Gilbert to give effect to the order of the four assembled justices. The astute lawyers who originated the idea of overruling courts established pursuant to law, by the mere ipse dixit of a special tribunal created by themselves, then feared that the fulmination of the assembly of justices was no more potential than a pope's bull. The total failure of the scheme to dislodge the receiver in control of the western end of the Northern Pacific Railroad by reason of Judge Gilbert's refusal to remove him in compliance with the decision of the assembly of justices, emphasizes the important fact that in this country power to adjudicate rights must emanate from the law, and that the mere will of one or any number of individuals holding judicial offices of any rank is nil.

"The firmness of Judge Gilbert and Judge Hanford in refusing to be played with as pawns upon a chessboard by the corporation lawyers and managers, forced the trustee to cease dallying with the foreclosure proceedings, and the case moved with such speed that the property was delivered to the purchasers at the

foreclosure sale in September, 1896. In the meantime the east and west receivers acted in coordination, so that there was no interruption of traffic on the railroad, and locally between Seattle and Portland, the service was greatly improved and with an increase of net earnings. Judge Hanford is entitled to credit for requiring his receiver to give the public as good a service as they were willing to pay for.

"The records of the department of justice for the years during which Judge Hanford was the only judge in the state show that the admiralty cases begun and determined in his court equalled in number and importance those in Pennsylvania, Ohio, Michigan and California, in each of which there were two districts, and exceeded those in every state with one judge except New Jersey. As there remained a large Indian population in the district, Judge Hanford was called upon frequently to construe the laws made for their protection or to try offenders for infractions. Some of the offenses charged were seemingly of a trivial nature, and yet these cases were given a patient hearing and in committing them to the jury he was as careful to expound the law applicable to them as he invariably is in graver matters. His instructions to jurors, particularly in important civil cases, have been commended as models of clearness and precision. In the case of Stone v. the United States (167 United States Reports, 178), the law defining the rights of railroads to take such materials as earth, stone and timber from the public lands, as well as the rights of the settlers to use or dispose of the timber on their claims, had been so clearly expounded in oral instructions given to the jury by Judge Hanford that Mr. Justice Harlan, in reviewing the case in the supreme court after quoting the instructions, said: 'It is not, in my judgment, necessary for us to add anything to this clear and satisfactory statement of the law applicable to the matters referred to by the trial courts.'

"In a more recent case, United States v. Holt (168 Federal Reports, 141) in which, after trial and conviction on an indictment for murder committed at Fort Worden military post, counsel for the defendant moved to summon the jurors for examination in open court for the purpose of eliciting facts impeaching the verdict, Judge Hanford, in denying the motion, used the following language:

" 'I deny that in order to be fair toward an accused person, whether he be in fact guilty or innocent, it is necessary or proper to imprison jurors as if they were culprits, or to continually insult their intelligence by excluding them from the hearing of any motion or argument which it is proper for the presiding judge to hear, on a mere supposition that prejudice may be germinated in their minds by hearing the contentions of counsel and the rulings of the court. To so hold it would be necessary to presume that jurors are incapable of understanding rightly what they hear during the progress of a trial, and of discriminating between things that are proper and improper in the application of the law to the facts which they must ascertain, or that by reason of their lack of mental acumen or moral virtue they are objects of suspicion and unfit to be intrusted with the determination of rights dependent upon law and legal evidence. This expression of ideas may shock fogyism but I believe that it will meet with the approval of conservative believers in the virtue of the jury system and that it accords with sound principles of jurisprudence.' The judgment was affirmed by the supreme court.

"In the twenty years that Judge Hanford has occupied the bench in this dis-

trict he has won the confidence and esteem of the entire bar and of the public generally. The youngest lawyer feels that his rights are fully respected in the court, and the oldest knows that, in court Judge Hanford is no respecter of persons. The public has come to know also that he never hesitates to use the court's full authority to preserve order in times of great public excitement and, while the exercise of the authority has sometimes provoked criticism and temporarily aroused the opposition of the trades unions and others, as in the instance of the so-called Coxey army and in many other similar cases, the outcome has always been such that no one could fairly claim that his rights have been overlooked or neglected."

Judge Hanford's life has been one of distinguished benefit to his state, but his activities have responded to a still wider field. His work in behalf of the San Francisco sufferers from earthquake and fire was indicative of his broad humanitarianism and the promptness with which he acts in any emergency. The Chamber of Commerce of Seattle, on the 18th of April, 1906, appointed a committee to devise means of relief for the people around the Golden Gate who had been rendered homeless and Judge Hanford was made chairman of that committee. As such he promptly issued an appeal to his fellow townsmen and at the end of twelve hours more than seventy thousand dollars had been subscribed. It required the services of five clerks to receive the offered money and post the subscription books. Donations of supplies of every sort, particularly clothing and provisions were also offered in steadily increasing quantity and ere the first day of the relief work had passed into night a steamer was chartered to carry relief to the sufferers. It required unfaltering industry and excellent management to receive, properly credit and promptly forward the provisions and money, but under the able direction of Judge Hanford this was accomplished. "By the time the work in Seattle had been organized, appeals from neighboring towns and far away cities began to be received, asking the committee to act for them in the purchase of supplies to be immediately forwarded, and this new responsibility was accepted. When the work was finished on October 24, following, the report of the committee showed that it had received and disbursed or forwarded to San Francisco one hundred and fifty-four thousand five hundred and eight dollars and eighty-two cents in cash and goods and clothing to the estimated value of a hundred thousand dollars, and that every cent in money and every article contributed had been accounted for."

Another act of Judge Hanford's life notable and worthy of commendation was his efforts to use the power which for ages had been going to waste at Priest Rapids on the Columbia. He felt that this should be utilized for irrigation purposes and, formulating a practical plan, he submitted it to moneyed men who might finance the project, with the result that the Hanford Irrigation & Power Company was subsequently organized, and is now supplying water to a large tract of hitherto desert land which is being rapidly converted into valuable fruit farms.

In 1904 Judge Hanford received merited recognition of his ability, when Whitman College conferred upon him the honorary degree of LL. D. Of that institution he was for several years a member of the board of overseers. It would be tautological in this connection to enter into any series of statements showing him to be a man of broad scholarly attainments. He finds time to devote

to current literature, particularly in those fields which indicate the world's progress and the character of its eminent men. In pioneer times, like all others, he learned the Chinook language, which he speaks fluently, and when his children were young he composed several songs in Chinook for their amusement. In time he connected these with dialogue, thus producing an Indian legend in an operetta of considerable length. He is frequently called upon to speak before large public gatherings upon various questions of the day and his addresses usually indicate profound study and wide research. He was the author of an article on boundary disputes in the Alaska Magazine and another on the controversy in regard to San Juan island. A man of broad scholarly attainments association with him means expansion and elevation and his reading and research have been carried far beyond the point that most jurists and members of the bar reach. He has great capacity for work and it has been said that this and abundant personal courage are his strongest characteristics. There are few whose history is so closely interwoven with the annals of Washington or who have done so much for the development and progress of the state and for the establishment of its high standards.

MORGAN JAMES CARKEEK.

Morgan James Carkeek was born in Redruth, Cornwall, England, where the Carkeek family had resided, according to the records in the parish church, ever since 1588. When a young man, barely at the age of majority, he came to the United States and settled in California. This was in 1866. In 1870 he came to the Puget Sound district and located at Port Townsend, where he remained until 1875, when he came to Seattle, where he has since resided.

Mr. Carkeek is a contractor, although now retired, and he erected the first stone building in Seattle, known as the Dexter Horton Bank building. His handiwork as a contractor is in view not only throughout the Puget Sound country, but along the entire northwestern Pacific coast. He built some of the most important office buildings in Seattle and also important public buildings as far south as Salem, Oregon, and as far north as New Westminster, British Columbia. He has done a great deal of government work, having built lighthouses and other government buildings from Puget Sound to points as far north as seven hundred miles along the rugged coast of Alaska. While contracting, he noticed the fact that the exportation of shingles was one of the most important industries of the Sound, and patented an improved shingle bunch which so minimized space as to double the capacity of cars far carrying shingles. This invention saved thousands of dollars to the shingle industry, and Mr. Carkeek derived no remuneration from his patent as he presented it to the shingle industry and waived any right to royalties.

Aside from his contracting, to which the major part of his life has been devoted, Mr. Carkeek has taken an active part in the upbuilding of the city where for many years he has made his home. He was on the first board of trustees of the first street railway in the city and has been active in organizing many industrial corporations. During the later years of his life Mr. Carkeek has

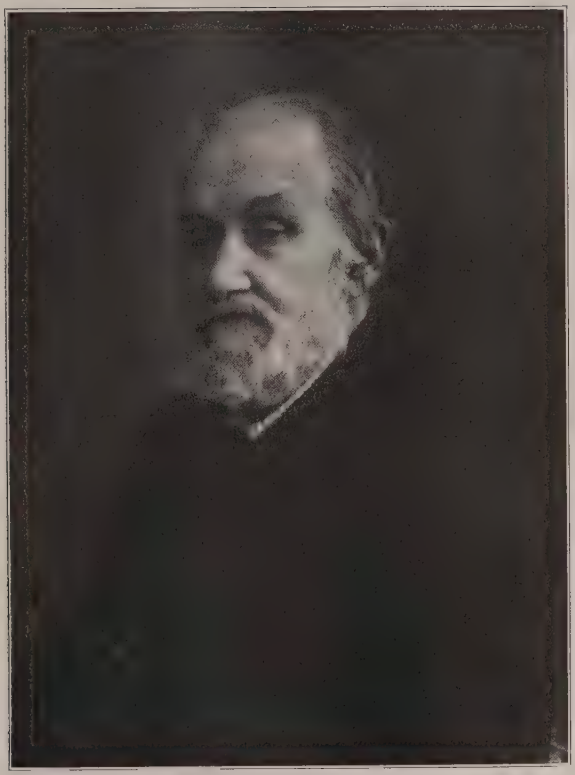
more and more become identified with public matters, and although never holding a political office, he has devoted a large part of his time to public affairs. For years he was chairman of the taxation committee of the Chamber of Commerce, where he gave much thought to the constantly recurring and intricate questions of taxation, and during the year 1912 it was largely due to the efforts of Mr. Carkeek that the property valuation of King county was reduced to twenty-one millions, effecting a saving to the tax payers of one hundred and twenty-six thousand one hundred and seventeen dollars in taxes. The last few years has given a great impetus to the harbor development of the city of Seattle. During this time Mr. Carkeek has been, and is now, chairman of the committee of harbor development of the Seattle Commercial Club, his duties as such requiring almost constant attention. As is natural to anyone who has virtually grown up with the city and resided in it for such a period of time as has Mr. Carkeek—his residence here covering forty years—he takes a great interest in the affairs of the early pioneers. He has been active in the Pioneers Association, of which he is a member, and during 1913 he served as its president.

In 1879 Mr. Carkeek married and he has two children: Vivian Morgan, a member of the Seattle bar; and Guendolen. All during his career Mr. Carkeek has been in close touch with the civic, economic and industrial conditions of the city, and enjoys in the highest measure the respect, confidence and goodwill of those among whom he lives.

TIMOTHY D. HINCKLEY.

Timothy D. Hinckley was numbered among those who engaged in farming on the present site of the city of Seattle. Tall trees stood where electric light poles are now to be seen and native grasses covered the sections which have been converted into broad thoroughfares, in which is heard the rumble of traffic that connects Seattle in its trade relations with many parts of the world. Mr. Hinckley lived to witness remarkable changes, for he made his home in the Sound country for more than six decades. He was born in St. Clair county, Illinois, June 30, 1827, and is a representative of one of the old pioneer families of Hamilton county, Ohio. The ancestral line comes from New England. His father, Timothy Hinckley, was born in Maine and followed the ship carpenter's trade at Bath until 1816, when he removed to Ohio. He married Hannah Smith, also a native of Maine, and after living for some time in the Buckeye state they became residents of St. Clair county, Illinois, where Mr. Hinckley became the owner of a farm. He also worked at the builder's trade in St. Louis, Missouri. He was about fifty-five years of age at the time of his demise and his wife, surviving him for some years, passed away when about the same age. They were both consistent and faithful members of the Baptist church and Mr. Hinckley, who was a whig in politics, filled the office of justice of the peace for a number of years.

Timothy D. Hinckley was one of a family of eleven children. After acquiring a public-school education he took up the study of engineering and devoted the early part of his life to work of that character. In 1850 he joined a party that on



TIMOTHY D. HINCKLEY

the 30th of April started across the plains for Missouri. He drove a mule team and was accompanied by his brothers, Samuel and Jacob. It was not difficult to obtain buffalo meat on the trip and other wild game was also to be secured. They had no encounter of any moment with the Indians and after traveling for three months the party reached Hangtown, now Placerville, California. There Mr. Hinckley and his brother separated and the former engaged in placer mining at Cold Springs, but was only fairly successful. He had no better luck near Georgetown, on the middle fork of the American river, and later proceeded to Volcano and thence to Weaverville, in the Trinity country, where he met with much better success.

It was in March, 1853, that Mr. Hinckley arrived on the present site of Seattle and secured a claim bordering Lake Washington. There was no market for his farm products, however, and this caused him to abandon the work. He afterward removed to Port Madison, where he operated an engine for three years, and later he was employed as an engineer at Port Orchard. Subsequently he erected a number of buildings on and near the site of the Phoenix Hotel, in Seattle, but these were destroyed in the great fire of 1889. After disposing of that land Mr. Hinckley purchased nine acres on the west side of Lake Union and erected thereon a fine residence. It was just after the fire that he built the Hinckley block, one hundred and twenty by one hundred and eight feet, and five stories and basement in height. This proved a paying investment and he retained the ownership of the property until his death. A portion of his land bordering Lake Union was divided and sold as town lots, but he retained four acres surrounding his home.

It was in 1867 that Mr. Hinckley was united in marriage to Mrs. Margaret E. Hinckley, widow of his brother Jacob. She was born in Ireland and by her first marriage had the following children: Katherine Hannah, now the wife of Perry Polson, a prominent merchant of Seattle; Charles Byron and Mary Francis, who was deceased; Clara Duane, the wife of Sherman Moran of Seattle; and two who died in infancy in California. Five children were born to her second marriage: Ferdinand, who died at the age of twenty-six years; Walter Raleigh, who some years previous to his father's death became manager of his business interests; Ralph Waldo, deceased; and Ira and Lyman, who are at home. Mrs. Hinckley is numbered among the pioneer settlers of both California and Washington, having lived in the coast country since 1854.

In politics Mr. Hinckley was a democrat and for many years capably served as justice of the peace, his decisions being strictly fair and impartial. He also aided in framing the laws of Washington during territorial days, being for three terms a representative in the general assembly. He was largely influential in securing the passage of the liquor license law, requiring the payment of five hundred dollars annually as a license, and he was also the author of a bill creating and organizing the county of Kitsap. His fraternal relations were with the Masons and his religious faith was evidenced by his membership in the Baptist church. He also belonged to the Pioneers Association and took a great interest in the meetings of that organization, where he came into contact with other early settlers, who like himself had borne a part in the work of developing the country, doing away with conditions of frontier times and introducing the advantages of modern civilization. In the later years of his life he lived retired,

enjoying the respect and esteem of all, reviewing in retrospect the events which had shaped the history of the northwest. He was in the eighty-seventh year of his age when called to the home beyond in February, 1914.

MAJOR EDWARD STURGIS INGRAHAM.

Major Edward Sturgis Ingraham was born in Albion, Kennebec county, Maine, in 1852. His parents, Samuel and Almira (Davenport) Ingraham, were natives of the same state. The Ingrahams and the Davenports were among the earliest settlers of New England. Three Ingraham brothers landed on the coast of Massachusetts in 1634, and by the time of the war of the Revolution their descendants had become sufficiently numerous that the state of Massachusetts alone furnished eighty-seven of that name to fight for our independence. Phillip Davenport, the grandfather of E. S. Ingraham, fought side by side with his father at the battle of Bunker Hill, and the son received a wound which made a cripple of him for life. Samuel Ingraham and two of his brothers took to the sea and became master mariners. Samuel sailed packets from the Kennebec river, conducting a general freight and passenger service along the Atlantic coast as far as the West Indies. Being a man of domestic proclivity and fond of his home ties, he retired from the sea in 1840 and became a successful farmer in the town of Albion. He believed in human rights and was early in the ranks of the abolitionists. He was the only man in his school district who was outspoken against slavery. Edward Ingraham well remembers being called "Aby-Blacklegs" in derision of his father's noble principles. While at the time he resented the name, he now looks upon it as the proudest title ever conferred upon him.

Mr. Ingraham when a boy attended the public school until his fifteenth year and then entered the Free Press office of Rockland and learned the printer's trade. With an increasing desire for greater knowledge and a higher education, he entered the Castine State Normal School and graduated at the head of his class in 1871. During the succeeding four years Mr. Ingraham was engaged in teaching in the high schools of Maine and obtained a classical education by pursuing a course in the Waterville Classical Institute. Incessant study injured his eyes, and he then decided to "go west."

On the 26th of August, 1875, he first put foot on Seattle soil, at nine o'clock in the evening, at the foot of Mill street, now Yesler Way. He was greeted by the buzz of the saws of Yesler's mill, and he said to himself: "This is the place for me, where the mills run night and day." One of his first acts was to visit his brother, Andrew Ingraham, whom he had never seen, he having come to the Pacific coast in 1849. Ten days after Mr. Ingraham's arrival he was elected principal of the Central school, one of the three schools of the town. The school board consisted of Judge Orange Jacobs, Colonel D. P. Jenkins and D. N. Hyde. There were about one hundred and fifty pupils in the Seattle schools at that time. For thirteen years he remained at the head of the Seattle schools. The high school was established under his direction and three classes graduated under his principalship. At the time of his retiring from the schools, in 1888, he was city superintendent, principal of the high school and teacher of the

sciences in the high school. The teaching force had increased in the meantime to twenty-nine and the average number of pupils to seventeen hundred. During Mr. Ingraham's superintendency the Seattle schools reached a percentage of attendance and punctuality not surpassed by any in the United States. Mr. Ingraham also served as county superintendent of schools from 1876 to 1882, having been elected three successive times by the republican party. Upon the territory of Washington taking on statehood, he was appointed by Governor E. P. Ferry a member of the state board of education. He was also a member of the board of aldermen of the city of Seattle. In March, 1893, he was appointed a regent of the State College for four years by Governor John H. McGraw. Mr. Ingraham has never lost his intense interest in education. During the long arctic nights of the winter of 1898-9, which he spent in the frigid zone, he used to have the Esquimaux come to his half underground cabin to be taught reading and geography. After retiring from the public schools in 1888 he was engaged in the printing business with G. K. Coryell. Later the firm consolidated with the Calvert Company and Mr. Ingraham was made foreman of the printing department, which position he held until he went to Alaska in 1898.

During the anti-Chinese riots in 1886, Mr. Ingraham was a member of Captain Kinnear's Home Guards, an organization composed of the loyal citizens of Seattle, created with the avowed purpose of upholding the constitution, laws and treaties of the United States at all hazards. After the disturbance was quelled, the members of the Home Guards organized E Company of the Washington National Guard. Mr. Ingraham was among the number and served continuously for eleven years. His promotion was rapid, passing from private to corporal, sergeant, second lieutenant, captain, major of the regiment and lieutenant colonel. On account of the number of colonels he preferred to be called major, and "Major" he has been to those who know him best, for many years.

Mr. Ingraham was elected to receive the three degrees of Masonry, the day he became twenty-one. During the year he took successively the degrees of the blue lodge, chapter and council and the orders of knighthood. He was instrumental in organizing Seattle Chapter, No. 3, R. A. M., and served as its first high priest. He was also the second eminent commander of Seattle Commandery, No. 2. In the Scottish Rite he has served as venerable master of Washington Lodge of Perfection, and commander-in-chief of Lawson Consistory, No. 1.

Major Ingraham has ever been a worshiper at the shrine of nature. God's great "out-of-doors" possesses attractions not found elsewhere. He is at home on the sea or in the mountains. In 1888 he organized a party to try the ascent of Mount Rainier. They were successful in reaching the summit, being the third party in point of time to make a successful attempt. Later he ascended Mount Baker. In 1897 he accompanied H. R. H. Prince Luigi, Duke of the Abruzzi, cousin of the present king of Italy, on his famous ascent of Mount St. Elias. Major Ingraham had charge of ten young American packers, whose duty it was to keep up a line of supplies from the coast to the highest camp made by the Prince, twelve thousand feet altitude. In speaking of the packers, the Prince says: "Major Ingraham, a tall, lean man, about forty years of age, of robust constitution, and great force of character, who was in charge of them—proved of the utmost service to the expedition. Indeed, his active and intelligent efforts,

together with the hearty cooperation of his band, had no small share in its success."

In 1898, Major Ingraham caught the Alaska fever, and organized a party of sixteen to try their fortunes in the frozen north. On May 18th they set sail for Kotzebue sound on the ill-fated "Jane Grey." Three days later, one hundred miles off Cape Flattery, the schooner foundered. Of the sixty-one persons on board thirty-four perished. The other twenty-seven reached Vancouver Island in Major Ingraham's launch, the only thing that floated. Twelve of his own party were among those who perished. He immediately organized a second expedition and succeeded in reaching Kotzebue sound late in the fall. Spending his winter there, he came round Cape Prince of Wales to Nome in his launch the following July. Sending for his family to join him, he remained in Nome prospecting and mining until October, 1901, when he returned with his family to Seattle. During May, before leaving Kotzebue sound, he organized and led a rescuing party consisting of three members of his own party, namely, Ralph Sheafe, Gus Shaser and Bud Whitney, and Robert Samms, a missionary, one hundred and seventy-five miles up the Selawick river to bring out some prospectors helpless with the scurvy. Before the rescuers had reached the unfortunates five of them had died. The remaining five were safely landed at Cape Blossom Mission, July 7th. Except for the determined efforts of Major Ingraham and his men there would have been ten graves instead of five on the banks of that frozen river.

From 1901 to 1911 Major Ingraham was engaged in building and in teaching. He then became interested in the "Boy Scout" movement, being appointed scout commissioner for King county. His extended experience in out-of-door life and his interest in boys render him a valuable leader in this great movement.

Major Ingraham was married in 1883 to Miss Myra Carr, a native of Oregon and a daughter of Ossian J. and Lucy (Whipple) Carr, pioneers to Oregon in 1858. Major Ingraham has two sons, Norman Lorraine and Kenneth Carr, both of whom are residents of their native city. The family has resided on Capitol Hill since its return from Alaska.

HARRY COBB LORD.

Harry Cobb Lord, marine engineer and now United States boiler inspector at Seattle, was born in San Francisco, California, June 6, 1855. His father, Donald Ross Lord, was a native of Ellsworth, Maine, and first came to the Puget Sound country in 1852, settling at Port Gamble, Washington, where he was employed by the Puget Mill Company in the capacity of millwright. In 1855 he went to San Francisco but returned to Port Gamble in 1857 and remained on the Sound and in the Pacific northwest until death called him in 1908. His wife, who bore the maiden name of Sarah Rose, was a native of Philadelphia, Pennsylvania, and came to the Pacific coast by way of the isthmus of Darien, locating in San Francisco in 1853. She taught school for a time and then went to Port Gamble, where she became the wife of Mr. Lord in 1854. Her death occurred in 1906.

Harry C. Lord attended the common schools of Seattle and spent one term in the University of Washington. When a small boy he worked as "devil" on

Harry C. Lord

the first newspaper published in Seattle and in 1867, when twelve years of age, he shipped as cabin boy on the sailing revenue cutter Joseph Lane. In 1869 he ran a planer in Yesler's new mill and in 1870 he ran away to sea, shipping on sailing vessels. In 1871 he became engineer on the steamer Phantom on Lake Washington, afterward was employed on the Clara on Lake Union and still later on the Chehalis on Lake Washington. His next service was in railroading between Lake Union and the foot of Pike street, and in 1873 he accepted the position as engineer in a Tacoma mill. When he left that employ he became connected with the Oregon & California Railroad and then went to Astoria where he did work on pile drivers and hoisting engines at Astoria, Oregon. In 1875 he returned to Seattle and accepted the position of fireman on the steamer Beaver, while later he was engineer on the Success, having obtained the first marine engineer's license on the 22d of February, 1876. The Success plied between Seattle and Port Blakeley and he left that ship to take charge of the bunkers of the Renton Coal Company at Seattle. He was afterward with the steamer Goliah at Port Gamble as assistant engineer and then on the steamer Yakima and afterward on the steamer Favorite of Port Gamble as chief engineer. He returned to the Goliah as assistant, then to the new steamer Daisy as engineer, was afterward on the Chehalis and then returned to the Goliah as chief engineer, so continuing until June, 1881, when the boat was damaged by fire. He joined the steamer George E. Starr as assistant engineer and in 1882 became assistant engineer on the United States steamer Shubrick and was promoted to chief engineer in June, 1882. That vessel was sold in 1886 and four months of that year Mr. Lord spent as engineer on the Columbia Bar tug Astoria. He then went to the United States engineer's steamer, General H. G. Wright, at Yaquina Bay, Oregon, after which he returned to lighthouse service September 5, 1887, as chief engineer on the United States steamship Manzanita. After five years spent in that connection he was detached and sent to New York on the 5th of September, 1892, to become chief engineer of the new tender, Columbine, which he brought around to Portland, Oregon, by way of the Straits of Magellan. He was upon that vessel for eight years, when he was detached to supervise the entire construction of the Heather at the yards of the Moran Brothers Company. The vessel was completed in two years and five months and Mr. Lord became her chief engineer in 1903. In September of that year he resigned to accept the position of assistant inspector of boilers at Seattle and held that position for twelve years, when he was promoted to United States local inspector on the 1st of September, 1915. In the beginning of his career as a marine engineer, which was his life's work until twelve years ago, the means for successful work were very primitive compared with the present. Volumes could be written on the various changes which have taken place since Mr. Lord made his initial step in connection with marine engineering.

Mr. Lord has been twice married. On the 5th of July, 1881, at Goldendale, Washington, he wedded Miss Sarah Abbie Houghton, daughter of J. S. Houghton. For his second wife he chose Miss Hermina F. Chapman, a daughter of Dr. J. A. Chapman, of Portland, Oregon, the marriage ceremony being performed in Vancouver, British Columbia, April 26, 1913. Mr. Lord has a daughter, Rose Standish, who is now the wife of Giles A. Simons. In politics Mr. Lord is an independent republican and fraternally he is connected with the Benevolent

Protective Order of Elks. There is no phase of engineering or of marine experience in the Puget Sound country with which he is not familiar and he relates many interesting incidents of development along this line and personal experiences which are well worth the hearing.

CLARENCE HANFORD.

Few of the native sons can claim connection with Seattle from 1857 but in that year Clarence Hanford was born in the city in which he still makes his home, on the 13th of May. While his residence here has not been continuous he has, however, spent the greater part of his life in Seattle and there are few phases of the city's history, its development and its upbuilding with which he is not familiar. His present connection with its business interests is that of vice president of the Lowman & Hanford Stationery & Printing Company and a representative of the Tucker-Hanford Lithographing Company. These are important industrial enterprises which establish his position as a prominent representative of business affairs in Seattle.

Mr. Hanford traces his ancestry back in a direct line to the Rev. Thomas Hanford, the first minister of Norwalk, Connecticut. He is a grandson of Thaddeus and Abigail (Brown) Hanford and of Abraham Levering and Elizabeth Jones Holgate. He is likewise a descendant of Sergeant William Brown, private Peleg Baldwin and Lieutenant Colonel Matthew Holgate, all of whom were soldiers of the Revolutionary war. His parents were Edward and Abbie J. (Holgate) Hanford, both of whom were natives of Ohio and became in turn pioneer settlers of Iowa, Oregon and Washington. They were married in Iowa in the year 1848, became residents of Oregon in 1853 and arrived in Seattle in 1854, when this city was a tiny hamlet, little more than a lumber port upon the Sound.

Clarence Hanford pursued his education in the common schools of San Francisco and of Seattle and in his boyhood days began to learn the art of printing in the office of the Intelligencer, then a weekly newspaper published in Seattle, which after becoming a daily paper was merged with the Post in forming the Post-Intelligencer. His industry and close application enabled him to thoroughly master the trade and in 1880 he established a job printing office in Seattle, which was his initial independent step in business. From that time he made a study of all branches of printing, lithographing and bookmaking and of all kinds of machinery and appliances appertaining thereto. Gradually, through the steps of an orderly progression, he advanced in business and became one of the original incorporators of the Lowman & Hanford Stationery & Printing Company, which has continuously grown until it has developed into the present large mercantile printing and bookmaking establishment, of which he is the vice president and the manager of the printing and bookmaking department. This is one of the foremost undertakings of the kind in the city, its trade having reached extensive proportions. He was also one of the incorporators and founders of the Tucker-Hanford Lithographing Company and his business interests have ever been of a

most important character, reckoned as factors in the industrial development of Seattle.

Mr. Hanford was united in marriage with Miss Eleanor Neff, a daughter of Charles and Barbara Neff, the former of whom was an enterprising citizen of San Francisco previous to the removal of the family to Seattle. He was a passenger on the last voyage of the Steamship Walla Walla in 1906 and lost his life in the catastrophe which wrecked that vessel. To Mr. and Mrs. Hanford have been born two children: Aimee, the wife of Captain Edward P. Orton, of the United States Army; and Lauron.

Mr. Hanford is a supporter of the republican party and its policies. He belongs to the Rainier Club, the Arctic Club, the Seattle Golf Club and the Washington Society of the Sons of the American Revolution. Aside from his business enterprises he owns valuable business property in Seattle and a large fruit farm and vineyard near White Bluffs, in Benton County, together with a modern residence which he and his family occupy and which is all the more attractive by reason of its warm-hearted hospitality. In the years of Mr. Hanford's residence here Seattle has developed from a tiny village to a metropolitan center with its trade relations reaching to every section of the globe, and throughout this period he has been an interested witness of all the changes that have occurred and an active participant in and supporter of many projects which have had a direct bearing upon the welfare and progress of the city.

George and Ebenezer Seymour Hanford, brothers of Edward Hanford, came across the plains from Iowa to Seattle in 1852. Both were bachelors. George Hanford died in Seattle in 1854. Ebenezer Seymour Hanford served as a volunteer in Capt. C. C. Hewitt's Company in the Indian war, but returned to Iowa in 1856.

Edward Hanford came across the plains, with his family and a number of relatives from Iowa in 1853. The family sojourned near Portland the ensuing winter and spring while he was preparing a habitation for them on his donation claim. They came to Seattle in the summer of 1854 and lived in the log cabin which he built, until Indian hostilities made it unsafe to remain. The cabin was burned by the Indians the day of their attack upon the town.

Edward Hanford died in Seattle in 1884, and his wife, Abbie (nee Holgate), survived him twenty-one years.

Their sons, Thaddeus, Cornelius Holgate and Frank, were born in Iowa. Two other sons, Arthur Elwood and Clarence Hanford, were born in Seattle. Thaddeus Hanford was a teacher and journalist; at one time he owned and edited the Daily Intelligencer. He died in Seattle in 1892, unmarried.

Cornelius Holgate Hanford, whose name appears throughout this history, was married in Olympia, in 1875, to Clara M. Baldwin, daughter of Andrew Baldwin. She died in 1904.

Their surviving children are: Ada Levering Hanford, unmarried; Elaine Hanford Haynes, wife of Manly B. Haynes, residing at Hanford, Washington; Edward Cornelius Hanford, a lawyer, unmarried, residing at Seattle; William Brown Hanford, a mechanical engineer, residing at Seattle.

Frank Hanford, a well known business man of Seattle, was married in Portland, Oregon, in 1886, to Anna Eva Wait, daughter of Aaron E. Wait, the first chief justice of the state of Oregon. She died in Seattle in 1894. Their

son, Frank W. R. Hanford, has been married and is the father of two sons named respectively Frank and Elwood.

Arthur Elwood Hanford lives in Seattle and is unmarried. He has followed the occupations of printer and real estate title lawyer.

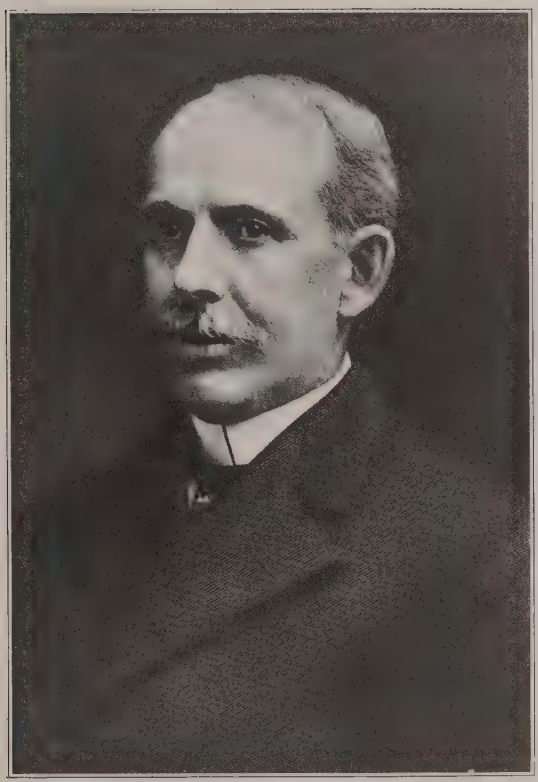
ELBERT F. BLAINE.

The progress of a city depends not so much upon its machinery of government or even upon the men who fill its public offices as upon the loyal support of all of its citizens and their recognition and utilization of the opportunities which come for the upbuilding of the city. Prominently in this connection should be mentioned Elbert F. Blaine, for thirty years a resident of Seattle, during which period he has done much to further its welfare and upbuilding. He has devoted much of his life to the practice of law, and each forward step he has made has brought him a broader outlook and wider opportunities.

He is separated by the width of the continent from his birthplace, being a native of Romulus, Seneca county, New York. His natal day was June 26, 1857, and he is descended from Scotch-Irish ancestry, the Blaine family having been founded in Pennsylvania long prior to the war which brought independence to the nation. His great-grandfather was a resident of Milton, Pennsylvania, and it was there that his grandfather and his father were born. The grandfather removed with his family to New York when the father, James Blaine, was a little lad of four summers. The latter became a farmer and in the community in which he lived his sterling worth of character won for him high regard. His fellow townsmen, appreciative of his worth and ability, called him frequently to offices of honor and trust. He did not hold membership in any church, yet his influence was on the side of moral progress and was a factor in the substantial development of his community. He wedded Amanda Depue, a native of New York, and unto them were born eleven children. Both parents reached a ripe old age, the father dying in 1893, at the age of seventy-eight, while the mother passed away in her eighty-third year.

During his student days Elbert F. Blaine attended the Northwestern Indiana Normal School at Valparaiso, and, having determined upon the practice of law as a life work, began studying in the Union Law School at Albany, New York, being graduated therefrom with the class of 1882. He was admitted to practice in the courts of the Empire state and afterward removed to Huron, South Dakota, and later to Minnesota. He remained in the middle west until 1884, when he took up his abode in Tacoma, Washington. The following year, however, he arrived in Seattle and took charge of the old Michigan sawmill at Belltown. On the 1st of January, 1886, however, he resumed the practice of law, forming a partnership with Hon. John J. McGilvra, one of the distinguished members of the Seattle bar. Their partnership association continued for several years and their clientage became extensive and important. They admitted a third partner, Lee DeVries, and when some time afterward Mr. McGilvra withdrew, the firm name was changed to Blaine & DeVries, that relation continuing until 1899.

In connection with his professional career a contemporary writer has said:



ELBERT F. BLAINE

"During Mr. Blaine's early practice of law no case was too small or unimportant for his consideration. However small the case he never neglected it, his motto being that whatever one undertakes to do, do well. When he had determined that his client was on the side of right, he would never give up until he had employed every honorable means in his power to establish his position. He thus won a reputation as a painstaking, thorough and capable lawyer, and by degrees the practice of the firm increased until the time and energy of its members were taxed to the utmost. Through the influence of the late Arthur A. Denny, a very large clientage was secured from the old settlers of the city of Seattle and it fell to their lot to administer many of their estates. In the practice of his profession, Mr. Blaine says he was successful in a degree greater than he ever dreamed he would be, and his ability as a lawyer is indicated by the fact of the few cases lost to the many won for his clients, and the legal business entrusted to his care for many years has been of the most important character."

Aside from his law practice Mr. Blaine became actively interested in real-estate operations. In 1899 he joined Charles L. Denny in organizing the Denny-Blaine Land Company. They practically took charge of the large interests of the Hon. Arthur A. Denny and after his death continued to manage the estate, of which Mr. Blaine became the attorney. He was also instrumental in reorganizing the Yakima Investment Company, the property being acquired by the Washington Irrigation Company, and since that time he has given much of his attention to the control of its interests, the firm operating the Grant street car line for a number of years. The Denny-Blaine Company has purchased and improved a number of tracts of land, including the Denny-Blaine Lake Park, one of the finest additions to Seattle.

In 1882 Mr. Blaine was united in marriage to Miss Minerva Stone, who was born in Seneca, New York, a daughter of John R. Stone of that county and a representative of one of the old American families. Mr. and Mrs. Blaine now have a son, James Arthur. Their home is in the Denny-Blaine Lake Park and is a most commodious and attractive residence, justly celebrated for its warm-hearted hospitality as well as for the beauty of the architecture and its tasteful furnishings.

Mrs. Blaine belongs to Epiphany Episcopal church and to it Mr. Blaine is a generous contributor. He has been the champion of the Washington State University and has done much for its upbuilding. As president of the board of park commissioners of Seattle he has done much to secure from the city council large appropriations for the development of the magnificent park and boulevard system. Important and extensive as have been his professional and business activities, he has ever found time to cooperate in measures relating to the general good. The perpetual record established by the consensus of opinion on the part of his fellowmen is that Mr. Blaine has been a most valued resident of Seattle and throughout the city he is spoken of in terms of admiration and respect. His life has been so varied in its activity, so honorable in its purpose, so far-reaching and beneficial in its effects, that it has become an integral part of the history of the state. He has exerted an immeasurable influence through his business enterprises and professional interests; in social circles by reason of a charming personality and unfeigned cordiality, and in politics by reason of his public spirit and devotion to the general good. He is a representative of that useful and

helpful type of men whose ambitions and desires are centered and directed in those channels through which flow the greatest and most permanent good to the greatest number, and he has been helpful in bringing about those purifying and wholesome reforms which have been gradually growing in the political, municipal and social life of the city.

SAMUEL LEROY CRAWFORD.

Samuel Leroy Crawford is a native son of the golden west, his birth having occurred in Clackamas county, Oregon, June 22, 1855, his parents being Ronald C. and Elizabeth Jane (Moore) Crawford. He acquired his early education in the schools of Walla Walla, Oregon City and Salem and during the period of his residence in the latter place he began earning his living during vacations as an employe in the grocery store of Cox & Earheart, while later he was in the office of the Western Union Telegraph Company and the Wells-Fargo Express Company. In the meantime the family removed to Olympia, Washington, where he joined them in the fall of 1869, continuing his education in the schools of that place. He was a youth of sixteen years when he became identified with newspaper publication as an employe in the office of the Washington Standard in September, 1871. He remained there for four years, at the end of which time he was elected assistant clerk of the house of representatives of Washington territory. During the session of 1875 an excursion was made to Seattle, which was then not more than half the size of Olympia, by the members and officers of the legislature. Mr. Crawford at once recognized the possibilities and opportunities of the young city and decided that as soon as he could he would make it his home. In the spring of 1876 he entered the employ of Francis H. Cook, publisher of the Olympia Daily Echo, with which he was connected until the 24th of June, when he secured a position in Seattle, being made pressman of the Daily Intelligencer, which had begun publication on the 1st of June. With that paper and its successor, the Post-Intelligencer, he remained until October 30, 1888, occupying every position from pressman up to partner, for eventually he became half owner of the paper.

Mr. Crawford embarked in the real estate business, forming a partnership with Charles T. Conover, who had also formerly been employed by the Post-Intelligencer. The new firm began business under the style of Crawford & Conover, and incorporated under this name a few years later. At the beginning the firm adopted as its motto, "References—every bank and business man in Seattle," and that sentiment is still retained on its stationery. The capital stock and surplus of the company now amount to one million, six hundred thousand dollars. Mr. Crawford is the president of the company, with Charles T. Conover as vice president and treasurer and Clayton Crawford as secretary.

In July, 1913, Mr. Crawford bought a residence at 906 Shelby street and moved there from 1114 Marion street, where he had lived for more than twenty years. His family consists of his wife, Clara, daughter of the late Dr. and Mrs. M. F. Clayton, pioneers of Sacramento, California, two sons, Clayton and Wallace

William, Wallace's wife Betty (Bernheim) and their infant daughter, Elizabeth Davis.

Mr. Crawford's parents reside in Seattle and April 1, 1916, celebrated the sixty-fourth anniversary of their marriage; besides him, they have living a son and three daughters, with a large number of grandchildren, great-grandchildren and other relatives, most of whom reside in the state that comprise the old Oregon territory, of which Mr. and Mrs. Ronald C. Crawford and older members of their families were among the very earliest white settlers.

CHARLES C. TERRY.

Charles C. Terry was recognized as one of the most honorable men and valued citizens that Seattle has ever known and his name is closely associated with its history because of the prominent part which he took in shaping public affairs. He was born at Waterville, Oneida county, New York, in 1830 and was one of the first residents of Seattle, taking up his abode here when the site of the city was practically covered with a dense forest. He came with the Denny family, arriving on the 13th of November, 1851. He had made the trip around Cape Horn to California in 1849 and proceeding northward, had joined the Denny family in Oregon. With them he traveled to Seattle and was thereafter until his death prominently connected with the development of the then new metropolis of the northwest. He began merchandising in a small way and continued the business until called to his final rest. Terry avenue was named in honor of the family and thus is perpetuated the connection of a worthy pioneer with the early development of the city.

At Port Madison, Washington, on the 13th of July, 1856, Mr. Terry was united in marriage to Miss Jane Russell and they became the parents of five children, the eldest of whom, Nellie May, is now the widow of John G. Scurry, mentioned elsewhere in this work. Betsy Jane became the wife of Howard Lewis and they had five children: Howard Terry; Mary Bess, the wife of Oliver H. P. Farge; Edward Chapman; Joseph Reynolds; and Phoebe, deceased. Edward Lander, at present city treasurer, married Jane Furth and they have two daughters, Anna Furth Peachey and Dorothea Terry. Charles Tilton was the next in the Terry family. Mary Carroll became the wife of George B. Kettinger and they have four children, Margery, Katharine, Leonard and Mary Constance. Mrs. Terry passed away in July, 1875, having for several years survived her husband, who died February 17, 1867, when but thirty-seven years of age. He is remembered by those who knew him as a man of the highest honor as well as of splendid business attainments. He owned and named Alki Point, where the settlers first landed, intending to develop a city there. But realizing that Elliott Bay offered a better location for a city he sold his property there and bought in Seattle, where he invested quite largely in land, owning a considerable tract at the time of his death. His real estate activities, however, constituted but one phase of his business. His mercantile interests have been previously mentioned and he also owned the first cracker mill in Seattle. He built and furnished a fine home at Third and James streets. There is probably no man

connected with the early history of Seattle who deserves more credit for what he did in developing the city and in laying broad and deep the foundation for its later progress and improvement. He entertained most progressive ideas and always worked toward high ideals, and the influence of his labors is yet a factor in the life of the city, and thus it is that his name deserves prominent mention on the records of Seattle.

NORVAL H. LATIMER.

Opportunity is as a will of the wisp before the dreamer, tauntingly plays before the sluggard, but surrenders to the man of determination and ambition and yields its treasures to industry and perseverance. The truth of this statement finds verification in the life record of Norval H. Latimer who, through the steps of an orderly progression, has worked his way steadily upward in the business world, winning the prizes therein offered and standing today as one of the prominent financiers of Seattle, being now president of the Dexter Horton National Bank. He was born in Monmouth, Illinois, May 7, 1863, a son of William G. and Martha J. Latimer. The father's birth occurred in Abingdon, Illinois, June 3, 1832, and he was there educated at Hedding College. He afterward engaged in farming until 1850, when he crossed the plains, being one of the first white men upon the present site of the city of Seattle. The following year he returned to Abingdon and again engaged in general agricultural pursuits until after the outbreak of the Civil war, when, in the opening year of hostilities he became first lieutenant of Company I, Eighty-third Illinois Volunteers, with which command he was mustered out in 1863. He then once more returned to the farm and devoted his attention to general agricultural pursuits until 1882, when he came to Seattle and engaged in buying and selling real estate, remaining actively in that field of business for five years. In 1887 a recognition of his public spirit and ability on the part of his fellow townsmen led to his selection to the office of county treasurer. He was at one time commander of John F. Miller Post and also Stephen's Post, G. A. R., and was an exemplary member of the Masonic fraternity. He was married at Berwick, Illinois, to Miss Martha Pierce, and they became the parents of four children.

Norval H. Latimer, who attended the district schools near Monmouth, Illinois, until fifteen years of age, afterward worked upon his father's farm for a year and then went to Kirkwood, Illinois, where he accepted a position as messenger in the First National Bank. Still later he became bookkeeper in that institution and so continued until 1882, when his interests became allied with those of the northwest. In that year he arrived in Seattle and secured employment with the Dexter Horton Company, bankers, as messenger and janitor at a salary of fifty dollars per month. That he was thoroughly reliable and capable is indicated in the fact that when a half year had passed his salary was raised to eighty dollars per month, and two years later he was made assistant cashier. In 1889 he became manager of the bank but virtually performed the duties of president and cashier, because the incumbents of those two offices devoted all their time to personal interests. In July, 1910, they secured a new charter, changing the name to the

NORVAL H. LATIMER

Dexter Horton National Bank, at which time Mr. Latimer was elected president and director. He has since controlled the policy and interests of this institution, which is one of the strong and reliable moneyed concerns of the northwest, having an extensive patronage and carrying on a banking business of large proportions. Mr. Latimer is also a director and member of the executive committee of the Dexter Horton Trust & Savings Bank, is president of the First National Bank of Port Townsend and president of the Wauconda Investment Company, owners of Seattle property valued at one and a half million dollars. Thus important are the interests of Mr. Latimer, whose sound business judgment enables him to gain ready and correct solution for intricate business problems.

Mr. Latimer was married in Seattle, May 22, 1890, to Miss Margaret Moore, and this union has been blessed with eight children: Arthur G., twenty-three years of age, is a graduate of the agricultural department of the University of Wisconsin, and is now engaged in farming near Medford, Oregon. Chester M., who is twenty-two years old, graduated from Yale and is now connected with the Dexter Horton National Bank. Earl H., twenty years of age, is a student in the University of Washington. Allen W. and Walter B., aged respectively sixteen and fourteen years, are attending high school. Ray N. and Vernon, aged respectively twelve and ten years, are pupils in the public schools. Margaret is attending St. Nichols School for Girls.

Mr. Latimer is a Scottish Rite Mason and a member of the Mystic Shrine and upon him has been conferred the honorary thirty-third degree. He is a very prominent figure in club circles of Seattle, being a life member of the Arctic, Rainier and Seattle Athletic Clubs, and also a member of the Seattle Golf and Country Club and the Seattle Yacht Club, while in the Tacoma Club of Tacoma, he also holds membership. From the age of fifteen years he has been dependent upon his own resources, at which period he made his initial step in business. He has never allowed personal interests or ambition to dwarf his public spirit or activity and yet along well defined lines of labor he has met with notable success. His is the record of a strenuous life—the record of a strong individuality, sure of itself, stable in purpose, quick in perception, swift in decision, energetic and persistent in action.

JAMES D. LOWMAN.

James D. Lowman is a capitalist of Seattle, whose steady progression in business has brought him to a foremost place in the ranks of enterprising and successful men of the northwest. His plans have always been carefully formulated and with unfaltering determination he has carried them forward to successful completion. He was born at Leitersburg, Maryland, on the 5th of October, 1856, and in early manhood came to the northwest, establishing his home in Seattle in 1877. His parents were Daniel S. and Caroline (Lytle) Lowman, the former of German lineage, while the latter came of English ancestry. They maintained their residence in Leitersburg during the boyhood of their son James, who there attended the public schools until graduated from the high school. He afterward engaged in teaching for one year but the opportunities of the growing northwest

attracted him and in 1877 he left his old home to identify his interests with those of Washington. He was but twenty years of age when he arrived at Seattle, and securing the position as assistant wharf master on Yesler's wharf, he occupied that position through four years. In the meantime he carefully saved his earnings, prompted by the hope of one day engaging in business on his own account and after four years had been passed in the northwest he had a sufficient capital to enable him to purchase a half interest in the book store of W. H. Pumphrey, thus forming the firm of Pumphrey & Lowman. That relation was maintained for two years and at the end of that time he purchased his partner's interest, becoming sole proprietor. He afterward organized a stock company, however, and took over the job printing plant of Clarence Hanford, at which time the Lowman & Hanford Stationery & Printing Company was formed. Mr. Lowman has since been the president and principal stockholder in that undertaking and the business has been developed through all the passing years until it has become one of extensive proportions, yielding a most gratifying profit.

The life of Mr. Lowman has been a most active, busy and resultant one. In 1886 recognition of his ability came to him in appointment to the position of trustee of all of Henry L. Yesler's property and he assumed entire control and management thereof. That was at a period when there was widespread business depression throughout the entire Sound country. There was little demand for real estate and security values had decreased to an alarming extent. The Yesler property was largely encumbered and it required the utmost watchfulness, care and business ability to so direct affairs that prosperity would accrue. Seattle knows the history of Mr. Lowman's efforts in that direction. He recognized and utilized every available opportunity and in a comparatively short space of time placed the business interests of the Yesler estate upon a firm and substantial basis, the property being greatly increased in value. A disastrous fire occurred on the 6th of June, 1889, destroying much of the property of the Yesler estate, yet notwithstanding this the direction of Mr. Lowman led from apparent defeat to victory in business management. Moreover, the efforts of Mr. Lowman in this and other connections have been a most important element in the improvement and development of the city. For the Yesler holdings he erected three of the finest business blocks in the city and made various other improvements elsewhere in Seattle. He organized the Yesler Coal, Wood & Lumber Company, built and operated a sawmill on Lake Washington, reached by the Seattle, Lake Shore & Eastern Railroad, and platted and laid out the town site of Yesler. In addition to all of the onerous and extensive duties devolving upon him in connection with those enterprises, he became administrator of Mrs. Yesler's estate by appointment in 1887. That Mr. Lowman is a most forceful and resourceful business man, the public fully acknowledges. In his vocabulary there seems no such word as fail. He carefully considers every question and every phase of a business proposition before he acts upon it, but when once his mind is made up he is determined in his course and neither obstacles nor difficulties can bar him from his path. He knows that if one avenue of advancement is closed he can mark out another that will enable him to reach the desired goal.

Outside of the extensive Yesler interests, Mr. Lowman at the same time developed and expanded his own private business affairs. In addition to acting as president of the Lowman & Hanford Stationery & Printing Company he became

a trustee and the secretary of the Denny Hotel Company, a trustee and the largest stockholder in the Steam Heat & Power Company, was a trustee in the Guarantee Loan & Trust Company, the James Street Electric & Cable Railway Company and the Washington National Bank. He was president of and a large stockholder in the Seattle Theater Company, which built the Seattle Theater immediately after the fire, when there was no theater in the city. With Mr. Furth he obtained a franchise for the Stone & Webster Company, which succeeded in consolidating all the street car lines of the city into one organization. He also built the Lowman building and he is one of the trustees and vice president of The Union Savings & Trust Company.

In 1881 Mr. Lowman was united in marriage to Miss Mary R. Emery, of Seattle. He is a member of the Rainier, Arctic, Seattle Athletic and Seattle Golf Clubs. For three successive terms he was president of the Chamber of Commerce. He is widely known in the city where for thirty-eight years he has made his home, and any student of Seattle history must recognize how important has been the part which he has played in its upbuilding and progress. His labors have ever been of a nature that have contributed to public prosperity as well as individual success and he may justly be regarded as one of the foremost promoters of this metropolis of the Sound country.

HENRY L. DENNY.

Henry L. Denny, an engineer of Seattle, who has devoted his entire life to that work, was born in New Providence, Indiana, September 13, 1838, a son of Samuel and Lucy (Dow) Denny. The Denny family was established in the south at an early period in the development of the new world. Representatives of the name lived in South Carolina and later in Kentucky and subsequently a removal was made to Indiana. There were ten brothers in the family of Arthur Denny's father. In the maternal line Henry L. Denny traces his ancestry back to his great-grandfather, Captain Henry Dow, who was a captain in the war of 1812 and participated in the battle of Tippecanoe. He had a son who was also a captain in that war and who became a prominent military man. The marriage of Samuel Denny and Lucy Dow was celebrated at New Providence, now Borden, Indiana, and there the father engaged in carpentering, cabinetmaking and farming, devoting his life to those pursuits. In 1866 he brought his family to the northwest, settling first at Albany, Oregon, but coming to Seattle in 1870, where he again engaged in cabinetmaking. Both he and his wife spent their remaining days in this city, her death occurring in 1872 and his in 1889.

Henry L. Denny began his education in the schools of New Providence, Indiana, and afterward attended the Quaker high school near Salem, Indiana. He next turned his attention to railroading and in 1866 came west with the family. For three years he engaged in farming in Oregon and on the 14th of April, 1869, arrived in Seattle, where he accepted a position as steamboat engineer. Since that time his life has been devoted to engineering and during the Civil war he acted as an engineer on the railroads with the army of General

Sherman. His was an arduous experience and three times he was captured but managed to effect his escape or was exchanged and again engaged in active duty.

On the 19th of December, 1858, at New Providence, Mr. Denny was married to Miss Lucinda Baker, a daughter of James and Elizabeth (Payton) Baker, who were farming people and spent their lives in the middle west. Mr. and Mrs. Denny have become parents of seven children, of whom one son and three daughters are yet living.

Mr. and Mrs. Denny are charter members of the First Christian church of Seattle and take a most active interest in its work.

In antebellum days Mr. Denny was an abolitionist and upon the organization of the republican party joined its ranks and continued active in its support for many years but now votes with the prohibition party. He has long been a stanch advocate of the cause of temperance and for many years has held membership in the Independent Order of Good Templars. He also belongs to the Independent Order of Odd Fellows and to the Ancient Order of United Workmen.

JOHN R. KINNEAR.

From the time of his arrival in Seattle in 1883 until his death on the 31st of March, 1912, John R. Kinnear was closely associated with events that shaped the history of city and state. He aided in framing the organic law of Washington and in shaping its legislation both during the territorial period and after statehood was secured. His name is thus inseparably interwoven with the annals of the northwest and the record of no man in public service has been more faultless in honor, fearless in conduct or stainless in reputation.

A native of Indiana, John R. Kinnear was a lad of seven summers when his parents removed to Walnut Grove, Woodford county, Illinois, where they located upon a farm. The routine of farm life for John R. Kinnear was uninterrupted until after he had completed the district-school course, when he had the opportunity of becoming a student in the Washington (Ill.) high school. Still later he attended Eureka College and when he had completed his work there he entered upon a four years' classical course in Knox College at Galesburg, Illinois. He was a student in that institution at the time of the outbreak of the Civil war, when with patriotic spirit he responded to the country's call for troops, enlisting for three years as a private soldier. He participated in about twenty of the great battles of the war and some years afterward, at the request of his comrades, wrote and published a history of the regiment and brigade, the volume containing one hundred and forty pages. Mr. Kinnear proved a most brave and loyal soldier, never faltering in the performance of duty whether stationed upon the firing line or the lonely picket line.

When the war was over and the country no longer needed his aid Mr. Kinnear pursued a course in the Chicago Law School and following his admission to the bar located for practice at Paxton, Illinois, where he remained in the active work of his profession for fifteen years. While there he was prosecuting attorney for three years and was also master in chancery for four years. In 1883 he arrived

JOHN R. KINNEAR

in Seattle and almost immediately became an active factor in molding public thought and action. In 1884 he was elected to the territorial legislature from King county upon the republican ticket, and in November, 1888, he was again called upon for public service, being elected a member of the council or the upper house of the territorial legislature. He did not take his seat in that body, however, on account of the passage of the enabling act for the admission of the state. However, he was elected to the state constitutional convention from the twentieth district and took a most helpful part in framing the constitution. He was made chairman of the committee on corporations and he left the impress of his individuality in many ways upon the organic law of Washington. Mr. Kinnear also made a close race for the office of first governor of the state, for which he was supported by the entire twenty-five delegates from King county and received one hundred and thirty votes in the republican state convention. He was a member of the state senate in its first and second sessions and during both served as chairman of the judiciary committee. It would be impossible to estimate the value of his public service but all who know aught of the history of Washington recognize its worth and feel that he was among those who laid broad and deep the foundation upon which has been builded the superstructure of a great commonwealth. He was married at Bloomington, Illinois, June 2, 1868, to Miss Rebecca Means, of Bloomington, and they became parents of two children, Ritchey M. and Leta, both of Seattle. The mother died May 10, 1913.

Ritchey M. Kinnear, a resident of Seattle, was born at Paxton, Ford county, Illinois, January 18, 1870. He attended the public schools to the age of thirteen and then came to Seattle with his parents, where he became a student in the Territorial University, now the University of Washington. In 1890 he matriculated in the Northwestern University at Evanston, Illinois, where he studied for two years and then returned to Seattle. Here he engaged in the real-estate business with his brother-in-law, A. L. Brown, under the style of the Kinnear & Brown Company, and when a change in the personnel of the firm occurred the name was changed to the Kinnear & Paul Company. They are well known real-estate dealers, conducting an extensive business and having a gratifying clientage. Mr. Kinnear, like his father, has figured prominently in public connections, having represented his district in the state senate from 1902 until 1904. He was married in 1893 to Miss Brownie Brown, a daughter of Amos Brown, a sketch of whom appears elsewhere in this work. Mr. and Mrs. Kinnear have a son, John Amos.

THOMAS BURKE.

Thomas Burke is a distinguished jurist who has written his name high on the keystone of the legal arch of Washington. He is, moreover, a business man of marked ability, as shown by his success, and throughout a most active life he has ever found time to devote to public service, contributing in large measure to the general welfare. A native of New York, he was born in Clinton county, December 22, 1849. In writing of his family a contemporary biographer said: "Judge Burke is an Irish-American, having in his individuality the spirit and energy of an American patriot in combination with Celtic wit and intel-

lectual vigor. His parents immigrated to this country from Ireland, their native land. The father was of the honest farmer type, a kind hearted man, but a disciplinarian and an uncompromising foe to the vice of idleness. The mother was a woman of good judgment and of a kind, sympathetic nature."

The usual environment of the farm was that of Judge Burke in his boyhood and youth. He worked in the fields from an early age and soon learned the best methods of tilling the soil and caring for the crops. He lost his mother before he was twelve years of age, after which the home farm was sold and the father removed with his children to Iowa. It was not long afterward before Judge Burke not only began to earn his own living but also contributed to the support of other members of the family. He was first employed to carry water to supply the needs of a gang of laborers engaged in constructing a railroad. In his early youth he suffered an injury to one of his arms, which seemed to preclude the possibility of his learning a trade and he turned instead to a professional career. Because of his injury he was permitted to continue for a longer time in school and afterward to work in a store as errand boy and salesman. His course was marked by continuous, if not rapid, advance. He had to depend upon his own earnings for the opportunities secured along educational and other lines and his youth was a period fraught with earnest and unremitting toil. While working in the store he carefully saved his earnings and devoted his leisure hours to study, thus preparing himself for entrance into the academy at Ypsilanti, Michigan, his wages being saved to meet the expenses of one term spent in that institution. He afterward worked as a farm hand and thus provided a sum necessary for the expense of a second term. Being now qualified for teaching he afterward divided his time between study in the academy and teaching in the district schools until after his graduation in the year 1870. In the meantime he had determined upon the law as his life work and in preparation therefor he entered the Michigan State University at Ann Arbor, although again his period of study was not a continuous one, as it was necessary for him to leave the university at times and continue teaching in order to meet the expense of his college course. He was also a student for a time in the office of a practicing lawyer at Marshall, Michigan, and following his admission to the bar he entered upon active practice in that city. Before a year had passed he was chosen to fill the position of city attorney, which office he continued to fill until his removal to the west in 1875.

Again we quote from a contemporary biographer: "Teaching a country school and boarding around the district is very helpful to a young man as a means of perfecting a practical education. The teacher is usually received by the different families of the district as an honored guest, by a natural process he is trained in the art of being agreeable and his experiences afford opportunities for the study of human nature and promote the development of his own character under the most favorable conditions. Judge Burke has always been fond of children, and while employed as a teacher it was his practice to entertain as well as instruct them by story telling. He is a charming conversationalist and has often been suspected of having kissed the blarney stone, but in fact has simply continued through life the habit of being genial and pleasant acquired while boarding around the district as a country school teacher. In height he is below medium and as a youth his physical appearance was not imposing. It

has been told concerning him that at the time of entering Ypsilanti Academy about all that was noticeable of his personality was a dozen freckles and a big mouth. He had read many books and having a retentive memory his mind was well stored with knowledge of history and general literature. He began the practice of his profession in partnership with John J. McGilvra, a pioneer lawyer who came to Washington territory in 1861, holding an appointment as United States district attorney, given to him by President Lincoln. This partnership did not continue very long, although the two men remained firm friends and Burke became permanently related to McGilvra by winning the heart and hand of his beautiful daughter."

Before leaving Marshall, Judge Burke had decided that Seattle was to be the place of his future residence. He had never seen the city but he had heard reports of the conditions here existing, and from the beginning of his residence in the northwest he has been a most loyal advocate of the city and a firm believer in its future prosperity and growth. He at once entered upon the active work of his profession and was not long in giving evidence of the fact that his ability as a lawyer was of high order and that he was most capable in coping with the intricate problems of the profession. Less than two years after reaching Seattle he was elected probate judge of King county and soon afterward he severed his partnership relation with Mr. McGilvra and became a partner of U. M. Rasin. This firm accepted laboring men as their clients and were principally engaged during the first year in collecting wages for loggers, coal miners and sailors. The ability, enterprise and energy of the partners, however, soon led to their efforts being extended into other fields and their clientage constantly grew in volume and importance. At the expiration of his first term as probate judge Mr. Burke was reelected and would have been accorded a third election had he not declined to serve for a longer period.

In the meantime, noting the trend of events and the demand for property advantageously located, Judge Burke had begun making investments in real estate and as his financial resources increased he continued to purchase property. The first that he owned was a lot with sixty feet frontage on Second avenue between Marion and Madison streets, and thereon he built a modern, reinforced concrete building, twelve stories in height, known as the Empire building, and recognized as one of the best office buildings west of Chicago. Many predicted failure for Judge Burke, believing that he paid an exorbitant price for the ground which he purchased, giving twenty-five thousand dollars, the lot being one hundred and twenty by one hundred and twenty feet, at the northwest corner of Marion street and Second avenue. Following the widespread conflagration that occurred in Seattle in 1889 he erected on that site a six-story office building called the Burke building. In order to do this he incurred an indebtedness almost equal to the value of the building, but his action showed his faith in the future of the city and time proved the wisdom of his judgment. All his investments have been judiciously made and success in considerable measure has attended his activity in the real estate field. He seems to readily grasp the opportunities of a situation and his energy and determination have enabled him to overcome difficulties and advance steadily toward success.

His prominence has resulted not only from his ability as a lawyer and his sagacity as a real estate dealer, but also from his activity in political circles and

in connection with those public affairs which have to do most with the welfare of the community at large. He has always voted with the democracy and has given to the party unfaltering and stalwart support. Because of his wide acquaintance and popularity the democratic party hoped with him as a candidate to win success in Washington, and without his solicitation made him nominee for the office of delegate to congress. Having decided to accept the nomination he entered upon an earnest and persistent campaign, visiting every locality and making speeches in all the places where people were accustomed to assemble. However, he could not overcome the strong republican majority in the state, for the people of Washington at that time were largely in favor of a protective tariff and other principles which have constituted planks in the republican platform. In 1882 he was again his party's nominee but was once more defeated. In the campaign of 1884 he supported Charles S. Voorhees, the democratic candidate, and was a large contributor to the party's success in that election. One who knows Judge Burke well said of his political career and his successful effort in contributing to the election of Mr. Voorhees: "There had been no change in the sentiment of the people with respect to national issues, the success of Voorhees being attributable to clamor for forfeiture of the unearned part of the Northern Pacific land grant. In the next campaign the democratic party by its platform continued to advocate radical legislation hostile to the Northern Pacific Railroad Company and also condemned the measures which had been adopted by President Cleveland and Governor Squire to protect Chinese inhabitants in the enjoyment of their rights under treaties and the laws of the United States. This was an attack on leading citizens, including Burke, for their resistance to lawless methods for the expulsion of the Chinese inhabitants. Therefore Burke did not support the party and he was never afterward en rapport with the men in control of the democratic organization. In the campaign of 1896, he canvassed the state of Washington in support of the candidacy of William McKinley for the presidency and the principles of the republican party. In this he was actuated to a large degree by his sincere belief that the business interests and welfare of the country were jeopardized by democratic advocacy of the doctrine of bimetallism applied to the monetary system. No speaker in that campaign, east or west, excelled him in ability as an advocate of a sound financial policy, and he has ever since continued to adhere to the republican party and to support republican candidates."

There is no phase of life relative to the best interests of Seattle and of the state with which Mr. Burke has not been directly or indirectly connected since his arrival on the Pacific coast. He is naturally a leader of men and a molder of public opinion and many of his fellow townsmen have ever looked to him as a guiding spirit in matters vital to the community. With building operations there came a new era of prosperity to Washington, for, connecting the northwest with the outside world led to development of all lines of business and a rapid settlement of the state. Immigration has always followed railroad building and this time proved no exception to the rule. With immigration there came a demand for real estate and in consequence there followed activity along various business lines, especially developing the lumber, coal mining, farming and salmon canning industries. This brought a demand for laborers and with other immigrants the Chinese flocked into Washington. Then with the fall

of 1883 Mr. Villard lost his whole line of transportation interests of the northwest and there came a financial depression, together with an agitation of the question of the expulsion of the Chinese by unlawful and violent methods. This feeling spread throughout the northwest and perhaps reached its culmination at Tacoma, when the people drove from that city every Chinese inhabitant, on the 3d of November, 1885, and a day or two later burned the buildings in which they had lived. Such a course would have been followed in Seattle had it not been for the vigorous measures and prompt actions of the sheriff of King county, the mayor and a large majority of the prominent citizens. The agitation, however, was persistently continued until in February, 1886, when an attempt was made to repeat the Tacoma occurrence in Seattle. Public meetings were held, in which the question of the hour was discussed and this naturally led to a growing animosity. When Judge Burke denounced in open meeting the lawless expulsion of the Chinese from Tacoma he became the object of hatred and revenge to the anti-Chinese agitators, and when the collision of forces occurred Judge Burke, armed with a double barreled shotgun, was in line with Captain Kinnear's Company of Home Guards. A few shots were fired and three of those on the side of the anti-Chinese were wounded, one of them fatally. These circumstances were used as a pretext for a charge of murder made against Judge Burke and the justice of the peace was called upon to issue a warrant for his arrest. The affidavit charging the crime was sworn to by a stranger whose identity never became known to Judge Burke or any of his friends. The murder charge was brought not only against Judge Burke but also against Frank Hanford, E. M. Carr, Rev. L. A. Banks and D. H. Webster, none of whom had fired a shot that day, although all of them were in the ranks of the Home Guards. They were simply selected as intended victims of the enraged rioters. Lawyers and other prominent citizens advised Governor Squires to place the city under martial law, and following this course, he appointed Major Alden as provost marshal, the latter immediately assuming command of the Home Guards and the two volunteer military companies then in Seattle. This force then governed the city until the arrival of General Gibbon with a force of United States regulars sent to preserve order, by command of President Cleveland. The constable to whom the warrant against Judge Burke and others was issued was not permitted to make arrests while martial law prevailed, and immediately afterward the accused, except Rev. L. A. Banks, all went voluntarily before the justice of the peace, and, waiving a preliminary examination, were admitted to bail pending an inquiry concerning the accusation by the grand jury to be convened at the next ensuing term of the district court. In the following month of May that body made a report to the court to the effect that after a full examination of the witnesses cognizant of the occurrences of the day of the tragedy the accusation appeared to be entirely false and by that report the case was terminated.

In the years of his law practice Judge Burke was associated with various partners in addition to those already named, including G. M. Haller, Joseph A. Kuhn, Thomas R. Shepard, Andrew Woods, and his brother-in-law, Oliver C. McGilvra. His practice was largely devoted to civil law, his clients including many corporations and large business houses, though much of his time was given to the needy poor, whose cause he frequently plead without thought of

remuneration. One of his brilliant efforts was in defense of a man indicted for crime, who by reason of his poverty was unable to engage a lawyer to plead for him. The court assigned the task of defending the man to Judge Burke and C. H. Hanford, then young lawyers, who worked together on the case most seriously, and Judge Burke's argument before the jury in behalf of the friendless man was one of the most eloquent and powerful pleas ever made in a Seattle court room. Many present, including some of the jurors, were affected to tears by his eloquence. Again we quote from a contemporary writer: "His record as a lawyer and business man is unstained by any dishonorable practice or trick or neglect of duty. Worthy members of the legal profession are 'the steadfast ministers of justice, the champions of honor and the knights who perpetually battle to redress wrongs and maintain the rights of men, taking fees for their services when they can get them, but never abating zeal in the cause of a client who is poor or weak or despised or wicked.' Judge Burke is a lawyer of that stamp."

The many phases of his activity in its far-reaching scope have made the life of Judge Burke one of intense, practical value to the city. His labors have brought results beneficial to the community and the commonwealth. Where it seemed that his effort was needed to advance the public welfare it has been given freely. For several years he served on the school board of Seattle and labored earnestly and effectively to advance the interests of the schools and raise the standard of instruction. He was also alert to the subject of introducing proper sanitary conditions into the schools and he was a member of the territorial board of education ere Washington's admission into the Union. His personal popularity has made him a favorite in the Rainier and Seattle Golf and Country Clubs. Of the former he served as president for two terms and was the first president of the latter. In 1907 he went abroad, accompanied by his wife and Mr. and Mrs. M. F. Backus. They sailed on the steamship Minnesota and traveled extensively through the orient, combining business and pleasure, for the two gentlemen were special commissioners of the Alaska-Yukon-Pacific Exposition. Their efforts in that connection were given without compensation and the participation of the Japanese and other oriental peoples in the exposition was brought about through their efforts. The Chamber of Commerce of Seattle numbers Judge Burke among its organizers and his work in connection therewith has been far-reaching and resultant. He has served on some of its most important committees and has been a cooperant factor in all that has been accomplished through that agency for the benefit and upbuilding of Washington's metropolis. He was chairman of the committee which secured for Seattle a bronze statue of William H. Seward, one of the masterpieces of Richard E. Brooks, and especially interesting to the people of the northwest, as it was Seward who secured for this country the Alaskan territory. Whitman College conferred upon Judge Burke the honorary degree of LL. D. He has long been a stanch friend of that institution and a member of its board of overseers. He is a man of generous spirit and has given freely to many of its worthy objects. His contributions to charity and diplomacy have been real and creditable but his signal service has been in the vigor he lent to the pioneer era, in making this region habitable, in bringing its resources to light and in stamping his intensely practical ideas upon the educational system of the state.

Such careers are too near us now for their significance to be appraised at their true value but the future will be able to trace their tremendous effect upon the city and the institutions of their time. The possibilities of high position afforded in the United States to industry and fidelity have never been better illustrated than in the case of Judge Burke. With few advantages in boyhood he early started out to make his own living, dependent upon his own resources for whatever the world was to bring to him of enjoyment or honors. He became possessed of wealth, political prominence, exalted social position and a mind enriched by foreign travel, by books and art, by constant mingling with men and women of the highest breeding, education and accomplishments. He started with nothing; he has now almost everything that men covet as of value and all has been won by his own unaided exertions. It is well that so successful a life should also have found time for the finer things our self-made men are prone to overlook—aid in money, personal attention to schools, the collection of rare objects of beauty from various parts of the country and the artistic adornment of his city and of his home.

HENRY A. SCHROEDER.

Henry A. Schroeder, who is engaged in the real estate and insurance business and is an ex-president of the Seattle Real Estate Association, was born in the town of Le Claire, Iowa, August 22, 1861, and was four years of age when he was taken to Davenport, Iowa, by his parents, Henry and Elizabeth Schroeder, both of whom were natives of Germany, leaving the fatherland in young manhood and womanhood. They became acquainted and were married in the town of Le Claire, Iowa, and later removed to Davenport, where they established their permanent home.

There Henry A. Schroeder pursued his education in the public schools and also attended a private German school from 1867 until 1874. He afterward continued his studies in the public schools, from which he was graduated in 1878 and later he pursued a course in a commercial college. He then secured employment as bookkeeper with a grain and warehouse firm and some years later was in the office of the wholesale grocery house of Beiderbecke & Miller, of Davenport, Iowa, with which firm he was connected for four years. In 1885 he removed to Des Moines, Iowa, where he was engaged in the retail lumber business until February, 1888. In the spring of that year he came to Seattle, where he secured the position of bookkeeper with a real estate firm and subsequently entered the real estate and insurance business on his own account. His progress has been continuous as the result of his close application, untiring industry and perseverance. He has figured quite prominently in real estate circles. He acted as secretary of the Seattle Real Estate Association and in 1913 was elected to the office of president, which position he filled for a year. He likewise filled the office of president of the Seattle Board of Fire Underwriters for three terms.

Mr. Schroeder was married in December, 1891, to Miss Grace La Rue House, who came with her parents from Fremont, Nebraska, to Seattle in 1888. Mr. and Mrs. Schroeder have one son, Frederick Karl.

Mr. Schroeder holds membership with the Benevolent Protective Order of Elks, with the Seattle Athletic Club and the Seattle Turn Verein. He is also a member of the Seattle Chamber of Commerce and is interested in its various projects for the improvement and upbuilding of the city, giving hearty support to plans that relate to municipal welfare.

FRANK HINES OSGOOD.

There is probably no man who has taken a more active part in the growth and development of Seattle than Frank Hines Osgood, who now gives most of his time to looking after his extensive interests of various kinds. For many years he was connected with street railway construction and operation and from 1884 to 1888 was the president and general manager of the Seattle Street Railway Company. Through his enterprise and capable direction the original electric system in Seattle was constructed. This was the first railway operated by electricity west of the Mississippi and one of the first to be successfully operated in the United States. Mr. Osgood built similar systems in a number of other cities of the west but since 1907 has retired from railroading and is now devoting his attention to his various industrial, timber and mining properties.

Mr. Osgood was born in Charlestown, New Hampshire, February 2, 1852, his parents being Solomon P. and Susan N. (Bailey) Osgood. Through both he is a descendant of early New England stock. The Osgoods were originally English, and the family was founded in this country in 1637. Through his paternal grandmother, Mr. Osgood is a great-grandson of John Bellows, the first settler at Walpole, New Hampshire, for whom the town of Bellows Falls, on the opposite side of the Connecticut river, was named. The Baileys were of Welsh extraction, and the family became residents of Massachusetts in the latter part of the seventeenth century. Salmon P. Chase was a member of the family of Mr. Osgood's maternal grandfather.

Frank H. Osgood received his fundamental education in the village school of Charlestown, New Hampshire, and subsequently attended the New London University at New London, that state. The opportunities of the far west induced him to come to Seattle, Washington, in 1883, and soon afterward he became actively connected with street railway construction. The larger part of his labors for the next twenty-three years were devoted to railway building and operation. After a franchise had been granted for a street railway in Seattle, Mr. Osgood, without any previous experience, set himself to build the road, realizing the ultimate value of such a property. This was the first street railway in Washington territory. He was president and general manager thereof from its organization in 1884 until the Seattle Electric Railway was organized in 1888. It was alone through his enterprise and under his able direction that the original electric road in Seattle was constructed. It was the first electric railway west of the Mississippi and one of the first to be successfully operated within the United States and even in the world. In 1890 Mr. Osgood built an electric railway in Portland, Oregon, and during the years following carried to completion similar undertakings in Tacoma, Bellingham, Port Townsend, Spokane, Fidalgo Island and

FRANK H. OSGOOD

Victoria and Vancouver, British Columbia. He also made a contract for and built the West Street and North End Electric Railway from Seattle to Ballard, which is now a part of the Seattle Electric Railway. He also built the Rainier avenue line from Seattle to Rainier Beach. The latter line he purchased and extended it to Renton. He owned this line individually, finally disposing of it to its present owners.

Since retiring from the street railway business in 1907, Mr. Osgood has given his attention to his various interests, which include important industrial enterprises and timber and mining properties. His mining interests consist of gold, silver and lead mines, the latter situated in Oregon and California, and he has other property interests in Seattle and elsewhere. Among the industrial enterprises with which he is associated is the Smith Cannery Machine Company of Seattle, with which he became connected at its inception, since which time he has been active in the successful management of its affairs. Mr. Osgood has become one of the leading capitalists of Seattle and such success as has attended his labors is highly merited, as it has come to him in return for unflagging enterprise and his superior judgment in business affairs. He has had confidence in the future of the west, and his faith has brought him golden returns.

In the town of his birth—Charlestown, New Hampshire—Mr. Osgood was united in marriage to Miss Georgina B. Arquit, of Brooklyn, New York, who is a daughter of Joseph and Ellen (Douglas) Arquit. Mr. Osgood was one of the incorporators of the Rainier Club of Seattle and is a member of the Seattle Golf and Country Club and the Rocky Mountain Club of New York city. He has always been a lover of out-of-door life and a great admirer of nature. He has done eminently valuable work in western America as a builder of electric roads, and particularly in Seattle his constructive work could not be easily forgotten.

ALBERT MARSDON BROOKES.

Albert Marsdon Brookes, well known banker and ex-postmaster of Seattle, was born in Galena, Illinois, on the 2d of September, 1843. He comes of English descent. His grandfather, Samuel Brookes, was one of England's most celebrated botanists and introduced the first chrysanthemums in that country from Japan. Joshua Brookes, a great-uncle of A. M. Brookes, was a celebrated surgeon of England and also a director of the Zoological Gardens. The father of A. M. Brookes, Samuel Marsdon Brookes, was born in England and became a famous artist—a depictor of still life whose canvases are to be found in every part of the art-loving world. He went to Chicago in 1834, when there were only six hundred inhabitants including the garrison. Thence he made his way to Milwaukee, Wisconsin, and took up his abode among the pioneers of that place. In 1860 he removed to San Francisco, there remaining until he passed away at the age of seventy-six years. To him and his wife, who died five years later, were born fourteen children, nine of whom reached maturity. The paintings of Samuel Brookes are among the art treasures of San Francisco, and canvases he sold for two and three thousand dollars could not be purchased now for many times those prices, if at all.

Albert M. Brookes acquired his education in the public schools and academy of Milwaukee. He was too young to enlist when the first call came for volunteers for service in the Union army in the Civil war but the following year in response to President Lincoln's call for three hundred thousand men, he enlisted in Company K, Twenty-fourth Wisconsin Volunteer Infantry, joining that regiment on the 1st of August, 1862, and going to the front under command of Colonel Larrabee. The division was first under General Nelson and later under General Phil Sheridan, who remained in command until transferred to Virginia. The first engagement in which Mr. Brookes participated took place at Perryville and subsequently he took part in the battles of Murfreesboro, Stone River, Tullahoma, Chattanooga and Missionary Ridge, where the Union soldiers won such glorious victories against terrible opposition. Later he was in numerous minor engagements and also fought in the battles of Rocky Face Gap, Resaca, Dallas Courthouse, Kenesaw Mountain, the siege of Atlanta, etc., while subsequently, under General Thomas, he participated in the battles of Nashville and Franklin. His regiment of eleven hundred and fifty men returned with only two hundred and fifty. Mr. Brookes miraculously escaped death and was mustered out after the cessation of hostilities with a most enviable record, having never been absent from the post of duty for even a day. He was only twenty-two when the war ended and a veteran victorious, having a record equalled by few and excelled by none of his age.

While Mr. Brookes was fighting at the front, his father and mother removed to San Francisco and there he joined them in September, 1865. Through the instrumentality of one of his father's friends, General Randall, the postmaster general, he was appointed a clerk in the San Francisco postoffice, where he remained for twelve years and was three times promoted. When he resigned, in 1877, to remove to Seattle, he had risen to the position next in importance to that of assistant postmaster. Following his arrival in Seattle he joined a brother-in-law in the conduct of a wholesale liquor and cigar business, being thus engaged until 1885, when he purchased a general mercantile store at Black Diamond and there remained for two years. After returning to Seattle he purchased an interest in a cracker factory, of which he was made president and which has developed into a very profitable and extensive enterprise. He is still one of its largest stockholders.

In 1889 Mr. Brookes was appointed to the postmastership of Seattle by President Harrison, a position he was eminently qualified to fill by reason of native ability and his long experience in the San Francisco postoffice. He had hardly undertaken the duties of his responsible position when Seattle suffered her great baptism of fire and through Herculean efforts the postoffice was saved, being the only brick building left standing. Mr. Brookes' record in the Seattle postoffice stands second to none, for he so systematized the work and established such efficiency throughout that citizens of Seattle and the country at large could point to the institution with pride. At the end of two years he resigned to accept the position of cashier of the Boston National Bank, of which he was a director and stockholder. He is likewise a director and stockholder in the Diamond Ice Company and owns much valuable real estate.

In 1873 Mr. Brookes was united in marriage to Miss Laura Hannath, a native of Toronto, Canada. They have one daughter, Elise, who gave her hand in mar-

riage to Rodney J. Arney, an Episcopal clergyman, and resides in Kent, Washington. Mr. Brookes aided in building the first Episcopal church in Seattle and also assisted in the erection of St. Mark's church of that denomination. He is a prominent and highly honored member of the Grand Army of the Republic, being one of its first representatives on the Pacific coast, and in 1886 was elected department commander. Today he is regarded as one of the most valued citizens of Seattle, whose life of unsullied honor and rectitude is a credit to the city and an example to all.

ELLWOOD CLARKE HUGHES.

Ellwood Clarke Hughes is engaged in the general practice of law in Seattle although largely specializing in the field of corporation law, his services being retained by many important business interests. He was born in Columbia county, Pennsylvania, August 25, 1855. His father, Ellwood Hughes, Sr., came from Quaker stock of Pennsylvania that was there in the time of William Penn. The mother, who bore the maiden name of Elizabeth Hill, represented a family established in America long prior to the Revolutionary war and had a grandfather who served for seven years during the struggle for independence.

In his early boyhood Ellwood Clarke Hughes became a resident of Illinois and attended Carthage College at Carthage, that state, until graduated with the Bachelor of Arts degree, winning valedictorian honors in 1878 with the remarkable percentage of ninety-nine and three-tenths. He afterward pursued a post-graduate course at Wittenberg College, in Springfield, Ohio, finishing in the spring of 1879, and for a brief period in his early manhood he devoted his attention to educational work. After pursuing his post-graduate work at Wittenberg he returned to that school, where he taught Latin and Greek one year, and he also was teacher of Latin and Greek in Mount Morris (Illinois) College for one year.

After preparing for the bar Mr. Hughes practiced law in Iowa from the fall of 1881 until 1890 and became a leader of public thought and action in his section of the state, which is attested by the fact that he was during that time tendered the nomination for congress. He declined however, and afterward came to Seattle, where he entered upon the practice of law, associating himself with Judge Henry G. Struve, ex-United States Senator John B. Allen and Maurice McMicken. Subsequent changes in the firm have led to the adoption of the present style of Hughes, McMicken, Dovell & Ramsey. The law practice of Mr. Hughes is general yet he has a large number of corporations among his clients. At one time he was attorney for the Seattle Electric Company and for the Northern Pacific Railroad Company but resigned from those connections.

When he first came to the northwest, Mr. Hughes took an active part in politics as a supporter of the republican party but never held nor desired office of any kind. He was president of the Post-Intelligencer Company from 1895 to 1910, and during a large part of that time was a member of the Associated Press.

In 1900 he took an active part in the reorganization of the Associated Press under the laws of the state of New York, at which time its base of operation was transferred from Chicago to New York City. He has also been

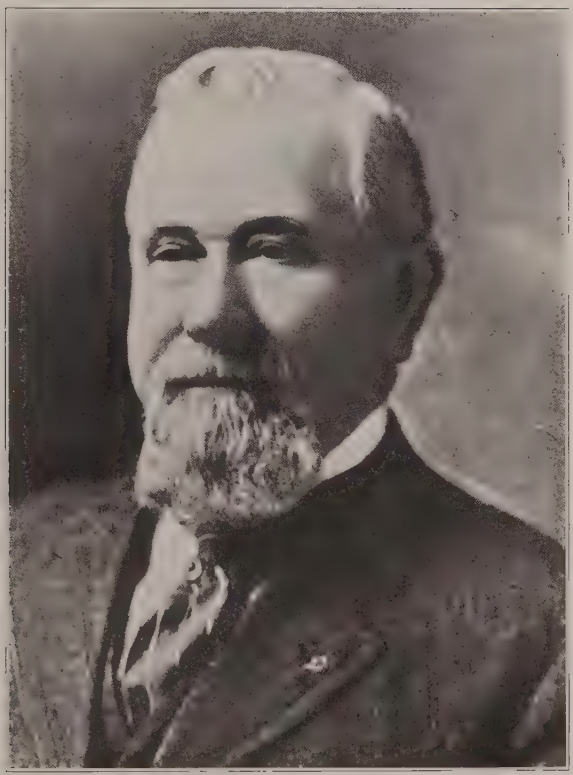
president of the State Bar Association—a fact indicative of his high standing among the representatives of the profession here. He was tendered the office of United States judge for the third district by President Taft, in 1910, but declined to serve, preferring to concentrate his energies upon the private practice of law. He became a member of the Seattle school board in 1899 and served until 1908, when he resigned, acting as president for a part of the time and taking a very helpful part in the reorganization of the schools and in freeing the school system from politics. He also did effective work in enlarging the scope of the schools and in securing the erection of new modern buildings.

At Carthage, Illinois, on the 30th of December, 1880, was celebrated the marriage of Mr. Hughes and Miss Emma De Hart, daughter of William De Hart, of that place, and a member of one of the old families that was represented in the Revolutionary war. Mr. and Mrs. Hughes became parents of a son and daughter. The former, Howard D., is a member of the law firm of Higgins & Hughes, the firm occupying a prominent position and winning success at the bar. He was for some time in the corporation counsel's office. The daughter, Helen, is the wife of William Marbury Somervell, mentioned elsewhere in this work.

Mr. Hughes has for thirty years been connected with the Masonic fraternity, taking the degrees from the blue lodge to the commandery. He belongs to the Independent Order of Odd Fellows and is a past master of his lodge in Iowa. He is a life member of the Elks lodge, No. 92, of Seattle and he belongs to the Chamber of Commerce and to the Rainier, Arctic and the Seattle Golf Clubs. His interests and activities have never been self-centered. While he has concentrated his efforts upon his law practice and won success and distinction in that line he has also given his time and labors to the benefit of his community in his cooperation with the schools and in efforts along various other lines for the public good.

LYMAN WALTER BONNEY.

Lyman Walter Bonney, who is a member of the Bonney-Watson Company, funeral directors, has spent almost his entire life on the Pacific coast and throughout the entire period has been imbued with the spirit of enterprise that characterizes this section of the country. Today the company has the finest and best equipped establishment of the kind in the United States and are controlling a large business. A native of Des Moines county, Iowa, he was born March 17, 1843, a son of Sherwood Samuel Bonney, who was born in Litchfield, Connecticut, in 1812 and was but a small boy when his father died. His mother afterward became the wife of Mr. Streeter and removed to Portage county, Ohio, where he grew to manhood. In the late '30s he married Miss Elizabeth Burns and moved to Iowa, where he followed the occupation of farming on land ceded to him by the government, there remaining until the spring of 1852, when with his wife and six sons he migrated to Oregon. He crossed the plains with an ox team and prairie schooner, arriving at Oregon City in early November. He passed the winter near there and the following summer at Salem, Oregon. During the fall of 1853 he continued his journey to Puget Sound, arriving at Steilacoom,



LYMAN W. BONNEY

Pierce county, early in November. He took up a donation claim at American Lake, where he lived for several years and in 1863 located a preemption claim near Sumner, Pierce county, where he resided until his death March 29, 1908. He enjoyed the distinction of being the first justice of the peace elected in that county. His first wife died while crossing the plains and in 1853 he married Mrs. Lydia Ann Bonney, to whom were born three sons and two daughters: William Pierce, Clarence, Fred W., Lucy Elizabeth and Etta. His children by his first marriage were: Edward P., David H., Lyman W., Samuel A., Alvin and Ransom K. Bonney. Lydia Ann Bonney, his second wife, was the widow of Timothy Bonney, by whom she had three children: Levi C., Mary Emeline and Sarah A. Bonney.

In 1859 L. W. Bonney left home to learn the carpenter's trade and for a period of five years was a resident of The Dalles, Oregon. Following the gold excitement he went to Silver City, Idaho, and there became interested in a sash and door factory and planing mill, conducting a growing and successful business until 1873, when he disposed of his interest to his partner, T. W. Jones. The succeeding five years were spent in San Francisco and there he engaged in the fascinating game of dealing in mining stocks, at the end of which time his "get-rich-quick" idea was entirely eliminated, for losses instead of success had come to him. In 1877 he went to Puget Sound and for one season engaged in farming there, after which he worked at his trade in Tacoma during the spring and summer of 1878. He next made his way to Portland, Oregon, where he followed his trade until 1881. In that year he acquired a half interest in the undertaking business of his brother-in-law, O. C. Shorey, conducting the business under the name of O. C. Shorey & Company. In 1889 G. M. Stewart purchased Mr. Shorey's interest and they organized the firm of Bonney & Stewart. In 1903 H. Watson acquired an interest in the business, which was then incorporated under the name Bonney-Watson Company, Mr. Bonney being elected president, which position he still fills, while Mr. Watson was the secretary and treasurer. The establishment has the distinction of being the finest and best equipped in the United States. There is in connection a modern crematory and columbarium, also a private ambulance service, all under one roof, and there is an efficient corps of assistants, making it possible to give the best service. Every part of the business is efficiently done, owing to the wise direction of its affairs.

On the 1st of December, 1884, in San Francisco, California, Mr. Bonney was united in marriage to Mrs. Eunice (Heckle) Hughes, daughter of Henry Heckle, a United States army officer, and widow of Samuel Hughes. She had one son and four daughters, as follows: Henry Heckle Hughes, who died in 1876 at the age of eighteen years; Ida Evelyn, who gave her hand in marriage to Orville Moore, by whom she had two sons and two daughters; Martha Marilla, who first became the wife of James McDonald and after his demise in the latter part of 1880 wedded Edward Damon, by whom she has a daughter, Doris Bonney Damon; Sarah Grayson, the wife of Fred A. Johnson, by whom she has two daughters, Bonney Doris and Leilla Eunice; and Clara Amelia Hughes. Mrs. Martha M. (Hughes) Damon had one son by her first husband, Theron, who passed away in 1913.

Fraternally Mr. Bonney is identified with the following organizations: St. John's Lodge, No. 9, F. & A. M., having the honor of holding the office of

treasurer in that lodge for twenty-six consecutive years and still filling the position; Seattle Commandery, No. 2, K. T.; Nile Temple, A. A. O. N. M. S.; Lawson Consistory, thirty-second degree Scottish Rite. He is likewise a past grand in the Independent Order of Odd Fellows and is connected with several other organizations. Mr. Bonney is an ardent supporter of the principles of the republican party but he does not seek nor desire office as a reward for party fealty. He belongs to the Arctic Club and his interest in community affairs is indicated by his membership in the Commercial Club and the Chamber of Commerce. He cooperates in all the plans and projects of those organizations for the development and upbuilding of the city and it is a well known fact that his cooperation can be counted upon to further any plan or movement for Seattle's benefit.

W. J. GRAMBS.

W. J. Grambs figures prominently as a representative of electric interests in the northwest and in this connection has worked his way steadily upward until he now occupies the responsible position of assistant to the president of the Puget Sound Traction, Light & Power Company, to which position he was appointed in April, 1913. He was born in Honesdale, Pennsylvania, April 11, 1862. After attending the common schools of his native town he entered the United States Naval Academy at Annapolis, Maryland, from which he was graduated in June, 1882. Ten days later he was ordered to sea, joining the United States Steamship Hartford at Boston, Massachusetts. He sailed from that port on a foreign cruise on the 20th of July and on completing two years' sea service he was detached from the Hartford upon her return to United States waters at San Francisco, in June, 1884, and was ordered to Annapolis for final examination, which he successfully passed. He was then ordered home on waiting orders and the following November on account of a lack of ships he was honorably discharged from the navy with one year's sea pay in accordance with an act of congress passed in 1882.

After leaving the naval service Mr. Grambs accepted an appointment in the United States geological survey and was engaged in topographical work in southeastern Massachusetts for two years. In the early spring of 1887 he resigned from the government service and left Washington, D. C., for Seattle. On reaching this city he associated himself in the electrical business with S. Z. Mitchell and F. H. Sparling, former Naval Academy classmates of his and early in 1889 in connection with those gentlemen he incorporated the Northwest Electric Supply & Construction Company, which was the pioneer electrical construction company of the northwest. It was the intermediary for introducing the leading electric systems and machinery on the Pacific coast, particularly in the northwest, and laid the foundation for all of the large electrical utilities in that section. A year before he arrived in Seattle his associates had sold to a local syndicate headed by J. M. Frink, an Edison electric light plant, which was the first incandescent central station installed west of the Missouri river. The company sold and installed electric lighting plants in rapid succession in Spokane, Portland, Tacoma, Van-

couver and Victoria, British Columbia, and in many smaller towns throughout the northwest. It was also the pioneer in electric railway work in the northwest, installing electric railways in nearly all of the large cities of this section. His company successively represented the Edison United Manufacturing Company of New York, which was the first company to exploit the Edison inventions in the electric lighting field, the Sprague Electric Motor Company, the first company to place a successful electric street railway system on the market, the Edison General Electric Company, and later the General Electric Company of New York.

In 1894 his company sold its business to the General Electric Company and Mr. Grambs accepted the position of local manager of that company's branch in Seattle. Between the years 1896 and 1899 he held the position of manager and also acted as receiver of several of the street railway and lighting properties of Seattle, while continuing to represent the General Electric Company. In 1899 he resigned his position to accept a position with the newly organized corporation known as the Seattle Electric Company, with which he occupied successively the positions of purchasing agent, sales manager, superintendent of light and power and finally assistant to the president of the Puget Sound Traction, Light & Power Company, to which position he was appointed in April, 1913.

In 1889, in Tacoma, Mr. Grambs was married to Miss Blanche Lorette Kesler, of Honesdale, Pennsylvania, and they have three sons, Harold W., James K., and William M. Mr. Grambs joined the National Guard of the state of Washington as second lieutenant of Company E in 1888 and resigned as first lieutenant of that company after two and a half years service in the guard. He has various membership relations which bring him pleasure and interest and which establish his position as a man of fraternal instinct as well as public spirit. He belongs to the United States Naval Graduates Association, to the United States Naval Institute and the United States Naval League. He is a member of Elks Lodge, No. 92, at Seattle, is a member of the Rainier, Arctic, Press and Ad Clubs and also of the new Chamber of Commerce and the Commercial Club. He looks always to activities working for the benefit of the community in lines of substantial development, improvement, reform and progress and it is along those lines that his cooperation is most strongly felt.

HARRY ALEXANDER CHADWICK.

Harry Alexander Chadwick has been connected with journalistic interests in Seattle ever since coming to the city in 1888 and is now the owner and publisher of the Argus. His birth occurred in Searsport, Maine, June 6, 1866, and he is a son of Henry Kimball and Maria (Manning) Chadwick, natives respectively of Gardiner and of Machias, Maine.

Harry Alexander Chadwick was educated in the public schools of Gardiner and Farmingdale, Maine, and learned the printer's trade on the Gardiner Home Journal. When seventeen years of age he was appointed state editor of the Daily Kennebec Journal, published at Augusta, Maine, and upon leaving that paper went to Chicago. Later he made his way to Los Angeles, whence he came

to Seattle, arriving here November 6, 1888. Until August, 1889, he was printer on the Post-Intelligencer and later became connected with the Seattle Daily Press, first as reporter and subsequently as assistant city editor. Later he became superintendent of the mechanical department of the Press-Times, now known as the Times, which position he resigned in March, 1894, to buy a half interest in the Argus, which had been established but six weeks previously. Upon the death of his partner, A. T. Ambrose, May 17, 1900, Mr. Chadwick became sole owner of the Argus, which he has since published.

Mr. Chadwick was married on the 20th of November, 1889, to Miss Laura M. Castle, a daughter of Captain D. E. Castle, of Washington, D. C. To this union have been born two sons, Leslie C. and Harold D.

REGINALD HEBER THOMSON.

Reginald Heber Thomson is a consulting engineer of Seattle and his ability is recognized by all who know aught of work of this character. He was previously city engineer and his scientific knowledge and practical skill enabled him to do excellent work for the city in promoting public improvements and utilities.

A native of Indiana, Mr. Thomson was born in Hanover, March 20, 1856, and is of Scotch lineage, tracing his ancestry back to William C. Thomson, his great-great-grandfather, who, on leaving Glasgow, Scotland, became a resident of County Donegal, Ireland, about the year 1726. His son, James Thomson, was born in County Donegal in 1730 and in 1771 came to the new world, settling at Conocoheague, in Franklin county, Pennsylvania, thus establishing the family in the United States. Seven years later he took up his abode in Derry township, Westmoreland county, Pennsylvania, and there on the 2d of April, of that year, James Henry Thomson, the grandfather of Reginald H. Thomson, was born. In 1793 the great-grandfather and all his family removed from Pennsylvania to Nicholas county, Kentucky, and in that locality James Henry Thomson was married on the 12th of December, 1799, to Miss Sarah Henry. He engaged extensively and successfully in farming and became one of the influential residents of his community, while for fourteen years he served as magistrate of Nicholas county and for two years filled the office of county sheriff. He was also prominent in promoting the moral progress of the community, acting as ruling elder in the Presbyterian church, in which he also led the singing for many years, possessing considerable musical talent and having great love for the art. In the year 1828 he was one of a colony that removed to Decatur county, Indiana, settlement being made at Greensburg, and there on the 7th of August, 1840, James Henry Thomson passed away at the age of sixty-two years. In 1852 his widow went to Olympia, Washington, in company with her daughter Mary Elizabeth, who was the wife of Rev. George F. Whitworth, and there she passed away June 22, 1858, leaving behind the memory of a well spent and noble Christian life.

Samuel Harrison Thomson was one of a family of two daughters and six sons and three of the sons became Presbyterian ministers, while the two daughters married preachers of the same denomination. The birth of Samuel H. Thomson

REGINALD H. THOMSON

occurred in Nicholas county, Kentucky, August 26, 1813, and in early manhood he wedded Magdeline Sophronia Clifton, who was born in Henry county, Kentucky, in 1820 and was of Huguenot ancestry, representatives of the family removing to America at a very early day. Her grandfather had a large estate in Washington county, Virginia. As scientist and educator Samuel H. Thomson was widely known. In 1844 he was given charge of mechanical philosophy and mathematics in Hanover College of Indiana and devoted thirty-two years to teaching those branches, retiring in 1876. In the meantime he had received the honorary degrees of Master of Arts, Doctor of Philosophy and Doctor of Laws.

In 1877, after resigning his position in Hanover College, Dr. Thomson went to Healdsburg, California, where for four years he conducted the Healdsburg Institute. He was not only a most able educator but was also a civil engineer of ability and was an ordained minister of the Presbyterian church. He removed to the Pacific coast for the benefit of his health but after a few years, passed away in Pasadena, California, September 2, 1882, at the age of sixty-nine years. There were nine children in the family, but only two survive: Henry Clifton Thomson, D. D., who has charge of the making of a translation of the New Testament from the original Greek into classic Spanish, working at Madrid, Spain; and Reginald Heber.

The last named was graduated from Hanover College with the class of 1877, at which time the Bachelor of Arts degree was conferred upon him. Ten years later he received the Master of Arts degree and in 1901 the honorary degree of Doctor of Philosophy. Following his graduation he accompanied his parents to California and became teacher of mathematics in the Healdsburg Institute. During his college days he had given special attention to civil engineering, which profession he followed for a time in California. Since 1881 he has been a resident of Seattle. Upon his removal here he became assistant city surveyor and aided in laying out and improving many of the city's streets. He filled the office of assistant city surveyor from 1881 to 1883 and in 1882 he became a partner of F. H. Whitworth, who was both city and county surveyor, the partnership being conducted under the firm name of Whitworth & Thomson, doing general railroad engineering, mining and city work. In 1884 Mr. Thomson became city surveyor and drew the plans for the construction of the first sewer built in Seattle on thoroughly modern principles. This was the Union street sewer, which has been used as a pattern for all subsequent work of a similar nature in the city. Mr. Thomson also drew plans and superintended the construction of the Grant street bridge, two miles long and twenty-six feet wide, built across an arm of the bay south of the city, connecting Seattle with the manufacturing districts.

In December, 1886, the firm of Whitworth & Thomson was dissolved and the junior member also left the city employ to become the locating engineer of the Seattle, Lake Shore & Eastern Railway, now a portion of the Northern Pacific system. He made a location for the line from the head of Lake Washington through Snoqualmie valley and the Snoqualmie pass to Lake Kitchelos. In March, 1888, Mr. Thomson went to Spokane, where he acted as resident engineer for the road for a year, locating and constructing its terminals. He also located the two crossings of the Spokane river and planned and superintended the construction of the two bridges. He had a difficult task in locating the road through the wild mountainous district, but his line was adopted and has received the

highest commendation. He left Spokane and the employ of the company in 1889 and, returning to Seattle, became engaged in mining engineering and also served as consulting engineer until May, 1892, at which time he was appointed city engineer of Seattle. In that office he had charge of the design and construction of the sewer system of the city, which has cost to date some eight or nine million dollars. He also perfected the plans and superintended the laying of all city pavements up to the time he retired from office and it was he who laid the first block of vitrified brick pavement on the Pacific coast. He has been the principal advocate of the gravity system of water for the city and pushed that project for seven years until the system was adopted, and the city is now supplied with an abundance of pure mountain water, sixty-five million gallons per day, at a cost of three and one-half million dollars. The intake is twenty-six miles within the mountains, where the city has acquired the watershed of Cedar river and Cedar lake. Cedar lake itself is more than four miles long and a mile wide and its elevation is fifteen hundred and thirty feet above sea level. By the construction of a small dam, so as to impound the winter run off, the lake can be made to hold sufficient water to furnish the city three hundred million gallons every day in the year. This has been the great life work and aim of Mr. Thomson, and Seattle could not possibly have a better water system. It will prove one of the greatest blessings to the inhabitants for all time and will be one of the city's greatest attractions—an unfailing supply of pure, clear mountain water at the cheapest possible rate at which an abundant supply could be obtained. Certainly Seattle owes much to Mr. Thomson, whose labors have been of the greatest benefit. His work has been of a character that adds much to the healthfulness of the city and is, therefore, of direct good to every individual. A fall of six hundred feet is made by cascades in Cedar river a short distance below Cedar lake, and at the foot of these cascades Mr. Thomson has constructed for the city of Seattle the first section of a municipal electrical plant. This installation delivers in the city about fifteen thousand horse power, and the final installation will produce about three times that amount.

To Mr. Thomson is due the credit for the magnificent boulevard system enjoyed in Seattle today, although he was materially assisted by George F. Cotterill and J. C. Jeffery, mention of whom is made elsewhere in this work, these two gentlemen doing much of the actual location work. Many years ago during the early stage of bicycle popularity the citizens complained they had no roads. The thought occurred to Mr. Thomson that here was the opportunity to drive in the opening wedge and to determine the outlines in what might later develop into a great driveway, accomplishing the project by degrees. He conceived a boulevard plan of magnificent proportions to traverse the city and also to follow the shore lines of Lake Washington. His dream was of a boulevard system to surpass anything of a like nature in the world and, although it is not yet wholly completed, his hopes have been glorious in their fruition, for the city of Seattle today possesses a system unmatched in scenic beauty by any other city in the country. Using the bicycle path as the entering wedge, he put men in the field, constructing it along the grades and lines that would later become the boulevard. A cinder path was constructed and by degrees sections were worked out as a carriage drive. Afterward when the carriages were replaced by motors the system was turned over to the park department, which developed the motor drive of today, using the

old bicycle path as its course and grade. If Mr. Thomson had undertaken to develop a boulevard in the first instance and had called it such it would have been killed, as the citizens would not have subscribed to it. It has developed step by step and has been gradually ornamented by the park board. While not yet completed, it will not be many years before it encircles the lake and gives an eighty to one hundred mile driveway in and around the most beautiful city in the world.

Mr. Thomson has not only been responsible for many important projects in Seattle, but was also engaged in laying out and improving Strathcona Park on Vancouver Island when war stopped that work.

The home life of Mr. Thomson exhibits as interesting phases as does his professional career. In 1883 he wedded Miss Adeline Laughlin, a native of California, who is of Scotch extraction. Her father, James Laughlin, was one of California's pioneer farmers. Four children have been born unto them: James Harrison, Marion Wing, Reginald Heber and Frances Clifton. The parents are members of the Presbyterian church, in which Mr. Thomson has acted as elder for more than a quarter of a century and as a teacher of the Bible class. He is a strong temperance man and believes in the abolition of the liquor traffic. He votes with the republican party. It would be tautological in this connection to enter into any series of statements showing him to be a man of broad public spirit, for this has been shadowed forth between the lines of this review. His work has ever been of the greatest public benefit and Seattle owes much to his efforts and should ever be proud to honor him among her builders and promoters.

FRANK WATERHOUSE.

Frank Waterhouse, of Seattle, has, throughout his entire business career, been connected with transportation interests, first through railroading, and since 1896 through steamship lines. He was born in England, August 8, 1867, a son of Joseph and Mary Elizabeth Waterhouse, and came to America in 1882. He has become very prominent and widely known for the importance of his work in the development and operation of steamship lines on the Pacific, and with all matters incidental thereto. He established one of the first steamship lines from Puget Sound to Alaska; the first steamship line from Puget Sound to Manila; the first steamship line from Puget Sound to the Hawaiian islands and to Australia. He was instrumental in establishing the first regular steamship service between Puget Sound and Europe, via Suez Canal; he has been primarily responsible for the enormous development of the Russian trade across the Pacific, through the port of Vladivostock. Mr. Waterhouse is president of Frank Waterhouse & Company, Inc., Waterhouse Trading Company, Wellington Coal Company, Waterhouse-Sands Motors Company, Arlington Dock Company, San Juan Navigation Company, Seattle Taxicab & Transfer Company, Frank Waterhouse & Employes, Inc., and other allied concerns. He is also the foreign freight agent of the Union Pacific system, and is general agent at United States ports on the Pacific for the Royal Mail Steam Packet Company, the Glen Line and other steamship lines, in addition to which his companies operate a large fleet of chartered steamers.

On the 8th of February, 1891, at Tacoma, Mr. Waterhouse was married to Miss Lucy Dyer Hayden, daughter of John C. Hayden, and their children are Joseph, Hayden, Gladys, Mary and Muriel. Mr. Waterhouse is a member of the Rainier Club, of the Seattle Golf and Country Club and of the Seattle Athletic Club. He has a keen appreciation for worth in others, and highly values true friendships. His life has never been self-centered to the exclusion of duties and obligations in public connection, yet he has instituted and controlled mammoth business interests and in the attainment of his success has furthered the public welfare.

WILLIAM NATHANIEL BELL.

William Nathaniel Bell, of Welsh descent, was born on a farm near Edwardsville, Illinois, March 6, 1817; married to Sarah Ann Peter, June, 1838, at Alton, Illinois; died at Seattle, Washington, September 6, 1887.

Nathaniel Bell, his grandfather, was born in the state of North Carolina, Bates county, March 15, 1755. At the age of nineteen years he enlisted as a soldier in the war of the revolution, and served until near the close of the war. In 1819 he moved to the state of Illinois and settled in St. Clair county. He died near Edwardsville, Madison county, Illinois, January 17, 1835, in the eightieth year of his age.

Jesse Bell, his father, was born November 16, 1779; died April 1, 1835; was a native of North Carolina; settled in 1811 near the present site of Edwardsville on the farm where he died. He was the father of sixteen children. Was twice married; each wife bore him eight children. His first marriage was on his twenty-first birthday, November 16, 1800. His second wife, Susan Meacham, mother of William N. Bell, was a native of Vermont. Jesse Bell took an active part in the war with Great Britain. He was also one of the frontier guards known as the rangers.

William N. Bell, the subject of this sketch, when about thirty-five years of age, and the father of six children, two of whom he had buried in Illinois, started with his wife and four remaining children across the plains by emigrant wagon and ox teams, leaving Illinois in the spring of 1851. Raching Oregon, he joined the few first pioneers of Seattle, taking the schooner "Exact" from Portland, Oregon, landing at Alki Point, Puget Sound, on November 13, 1851, twenty-four persons in all, twelve adults and twelve children. The following spring, 1852, the party moved across the bay and located the city of Seattle, Washington, taking up government claims of 320 acres each. William N. Bell's claim lay to the north and for many years was known as "Belltown." After the Indian war, early in 1856, he moved his family to Napa, California, where his wife died, June 27, 1856, leaving him with five children, a son having been born in Seattle, Austin Americus, the second white boy born in Seattle, born January 9, 1854, in the original home in Belltown, a log house. Afterward, on the same spot, a frame house was built, with lumber from the first sawmill. It was burned by the Indians at the beginning of the war. At that time he had moved with his family into part of a house he owned, sharing the other side of

W. N. BELL

the house with the Holgate family. This house was on the corner of Second avenue and Cherry street, where the Hoge building now stands. This property was in the C. D. Boren claim. William N. Bell had a deed to the lot from Mr. Boren and owned it from about 1856 to 1875, living in it after it had been remodeled until after the latter date, when he built his last home in Belltown on First avenue between Bell and Battery streets, living there until his death in 1887. After losing his wife in 1856 he moved into Napa city and kept his children together for some time until his eldest daughter was married. Then placing the younger children in school, he spent some time in Virginia City, Nevada. In the early '60s he made a trip to Seattle at the request of David T. Denny to come and plat his land into town lots. He soon returned to California. Finally, about 1870, he again came to Seattle and remained. In 1872 he went east to Illinois and married Miss Lucy Gamble, a sister of his first wife. He was a lifelong Odd Fellow, and a member of Lodge No. 7, of Belltown. He was buried in I. O. O. F. cemetery, where he had prepared himself a lot and had a monument erected ready for the final inscription of his death. The remains of his wife, Sarah Ann Bell, and daughter, Alvina Lavisa Bell, who had been buried in Napa valley, California, were removed to Seattle and placed in the family lot beside him in 1889.

W. N. Bell was ever loyal to Seattle and ready to give of his holdings to any enterprise that would benefit the city. Two blocks on the waterfront he gave to the old barrel factory, stipulating that it was to be used for that purpose only. The property should have reverted to the estate, as the agreement was not carried out. He also gave a church site in Belltown and other gifts of less importance to help the town. Also many poor men were enabled to buy homes on small payments, or no payments for a time during dull times.

William Nathaniel Bell was born in St. Clair county, Illinois, March 6, 1817; died at Seattle, Washington, September 6, 1887; buried in Odd Fellows cemetery.

Sarah Ann Peter (Bell), his wife, born October 6, 1819; died June 27, 1856, in Napa valley, California; remains removed to Odd Fellows cemetery, Seattle, Washington, 1889.

William Nathaniel Bell and Sarah Ann Peter were married in June, 1838, at Alton, Illinois.

The following is a list of their children:

Martha Ann Bell, born December 5, 1840, in Illinois; died November 9, 1848, in Illinois.

Laura Keziah Bell, born November 19, 1842; married in Napa valley, California, August 29, 1858, to James E. Coffman; died at Seattle, Washington, November 15, 1887; buried in I. O. O. F. cemetery, Seattle.

Susan Frances Bell, born November 17, 1844, in Illinois; died February 17, 1845, in Illinois.

Olive Julia Bell, born March 20, 1846, in Illinois; married to Joseph A. Stewart, at Marysville, California, December, 1866.

Mary Virginia Bell, born August 26, 1847, in Illinois; married at Seattle, Washington, May 22, 1872, at old Trinity church, by Rev. R. W. Summers, to George W. Hall.

Alvina Lavisa Bell, born February 6, 1851; died May 5, 1857, in Napa City, California; the baby on the trip across the plains.

Austin Americus Bell, born in Seattle, Washington, January 9, 1854; married in Vacaville, California, 1883 or 1884, to Eva Davis. He was the second white boy born in Seattle.

Note: Austin A. Bell lost his mother when but two years of age. He lived with his married sisters and at an early age began work in a printing office. In later years he was associated with Beriah Brown & Son, of Seattle, for some years publishing a paper, The Dispatch, and others.

HARRY W. BRINGHURST.

Harry W. Bringhurst, for several years chief of the Seattle fire department and fire marshal since 1911, is well known as an expert in his line and as a contributor to eastern fire and insurance journals. He was born on the 13th of June, 1861, in Logansport, Cass county, Indiana, his parents, Washington Henry and Anna (Torr) Bringhurst, being natives of Philadelphia, Pennsylvania, born respectively in 1824 and 1832. On the paternal side the ancestry is traced back to John Bringhurst, a Quaker publisher of London, who died in 1699. Within a year thereafter, his widow Rosina Bringhurst, emigrated to Philadelphia with her four children, from whom all of the Bringhursts in the United States are descended. The branch of the family to which our subject belongs continued to reside in Philadelphia and its suburb, Germantown. His grandfather was Robert Ralston Bringhurst and the latter's sister, Cornelia Clarkson Bringhurst, married Samuel Bonnell and became the mother of Charles Russell Bonnell, who was born in Philadelphia on the 6th of May, 1827, and died there on the 26th of December, 1890. For a number of years prior to 1877 he was an Episcopal missionary in Seattle and Tacoma and did much pioneer work for his church. Mathew Clarkson, who was prominent in the Revolution and was mayor of Philadelphia from 1792 to 1796, was the great-great-grandfather of our subject, and others of the family served in the Revolution with the Colonial troops. The family was likewise represented in the War of 1812, the Mexican war and the Civil war. Robert Ralston Bringhurst and most of his sons, were enthusiastic members of the old volunteer fire department in Philadelphia. Washington Henry Bringhurst, father of our subject, went to California in 1849, spending six months on a sailing vessel going around the Horn, and in 1855 he returned by way of the Isthmus of Panama. The following year he went into business in Logansport, Indiana, and remained there until his death in August, 1903. He was married to Miss Anna Torr in 1860, and she continued to reside in Logansport. In February, 1915, she died at East Orange, New Jersey.

Harry W. Bringhurst received his education in the Logansport public schools and the University of Illinois, where he spent three years in the civil engineering class of 1882. He left Illinois to go on a railroad survey, and on the completion of the work went to Bismarck, Dakota territory, and opened an office as civil engineer and surveyor. In the month of June, 1883, when the capital was located there, he platted nearly a thousand acres in additions to the city, besides two new

townsites. He did other interesting work later among the cattle ranges of the Little Missouri, when Theodore Roosevelt and the Marquis de Mores were local celebrities. He was city engineer of Bismarck and an officer in the volunteer fire department, the third with which he had been connected. Unfortunately the boom in that portion of Dakota collapsed, and after spending the fall of 1886 subdividing a military reservation among the Sioux Indians, Mr. Bringhurst took a temporary position in New York city. As he now thinks, the chief advantage of this was in the chance to see a number of large fires. He then went into the Santa Fe engineering department, working on the extension from Kansas City to Chicago, and was later assistant engineer on the Chicago & Alton.

In April, 1889, Mr. Bringhurst came to Seattle, expecting to continue in engineering work, although he was then in very poor health. Having always been an enthusiast in fire protection work, he published a letter in one of the papers on May 26th of that year, calling attention to Seattle's fire hazard and signing his communication "Bismarck." Although he was ill in bed when the great conflagration of the sixth of June broke out, he ran down town and helped get the second stream on the fire, working as he could for the rest of the day. Within a week there was an outcry for more fire apparatus from all the larger towns of the state and this led to his taking up the business of selling such machines. That summer he sold Tacoma, Spokane and many other towns their first fire engines and supplied Seattle with its first machines for the new paid fire department. In March, 1893, he went with his family to Chicago to take charge of the fire apparatus exhibit at the World's Columbian Exposition. In September, 1897, he returned to Seattle and continued to sell fire appliances until he took up the work of fire protection. In December, 1906, he was asked by Mayor Moore to become chief of the fire department; a request that was a complete surprise to him, being of the opposite political party and having no ambition to hold public office. However, he accepted and held the position until March, 1910, during which time he reorganized the department and increased its efficiency as is shown by statistics. In December, 1911, he was appointed fire marshal and still holds that office.

Mr. Bringhurst has always been a republican of progressive tendencies. For about fifteen years he has been a member of the Benevolent Protective Order of Elks and twice he has served as president of the Puget Sound Association of the University of Illinois and of the North Dakota Association. He is a charter member of the Pacific Coast Association of Fire Chiefs, now twenty-three years old, and has served as president and secretary; the latter position he has held about fifteen years. He is a member of the National Fire Protection Association of Boston, and in 1915 wrote for them their official handbook of volunteer fire departments. He has been a vestryman in the Episcopal church. He was a member of the Logan Greys, a crack military company in Indiana, and of Company A of Bismarck, the first National Guard company organized in Dakota territory.

On the 10th of May, 1890, at Tacoma, Mr. Bringhurst was united in marriage to Miss Delia Zipf, a daughter of Frederick Zipf of Chicago. Her parents were born in Germany and for about thirty years Mr. Zipf was a merchant in Kankakee, Illinois, where Mrs. Bringhurst was born. He passed away in 1894. Mr. and Mrs. Bringhurst met while both were students at the University of Illinois. To them have been born two children: Horace Morton, whose birth occurred in

Seattle in 1891 and who was married in August, 1913, to Miss Jeanne Prewett, a native of Santa Rosa, California; and Alice Constance, born in Seattle, May 6, 1901.

DAVID S. MAYNARD.

David S. Maynard was born in Castleton, Rutland county, Vermont, March 22, 1808, and died in Seattle, March 13, 1873.

In the pages of this history his name receives frequent mention. He was an important figure in the days of Seattle's founding and early development.

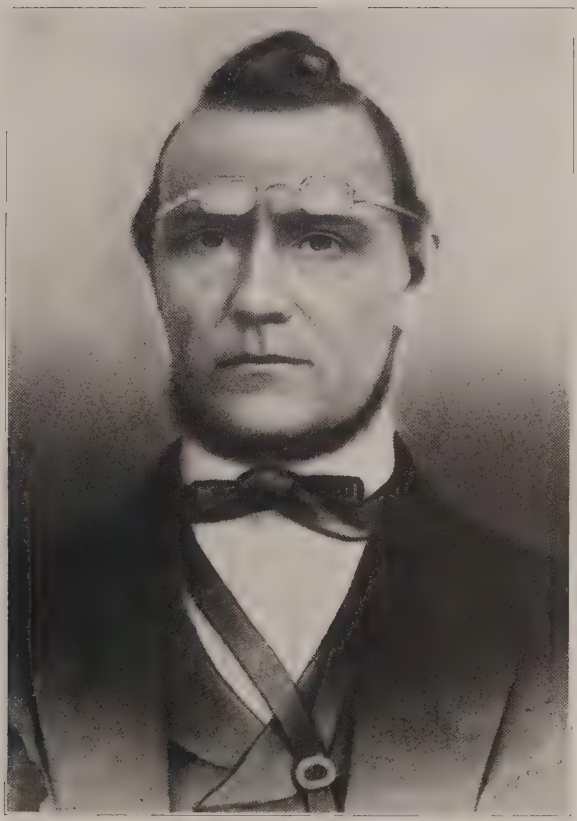
Early he gained a good common school education, which was followed by a full medical course, and for more than forty years he devoted much of his time to the practice of his profession.

August 28, 1828, he and Lydia A. Rickey were married in Vermont. Shortly afterward they removed to Ohio, where a son, Henry C., and a daughter, Frances J., were born.

Maynard soon acquired a competency but in a few years it was swept away. He resolved to go to the Pacific coast, with full confidence in his ability to win his way in that new country. All he had left was settled upon his wife and family and when he left home it was understood to be a practical separation between him and his wife.

Starting across the plains for Oregon in April, 1850, he crossed the Missouri river at St. Joseph. He had a mule, a buffalo robe, a gun, a few medicines, his surgical instruments and several books. He connected himself with a party, depending upon his wits, his professional skill, his talent for doing things, his good humor and his general usefulness wherever placed to carry him through to the other shore in safety and reasonable comfort.

Thomas W. Prosch, in his monograph of Dr. Maynard, says: "The journey across the continent was a hard one to all. There was constant struggle and suffering; fear of Indians, Mormons, deep and turbulent rivers, mountain climbings and starvation; worry unceasing concerning the animals and vehicles of the train, and of the wandering and helpless members of the family; uncertainty as to the future, that at times became distressing; dirt everywhere, sickness and disease, and frequently death. The immigrants tired of themselves and tired of each other. Stretching out these unhappy conditions for a period of four or five months, as but faintly portrayed in diaries such as the foregoing (Maynard's), drove some of the participants into suicide, others into insanity, and left many a physical wreck for whom there was no possibility of recovery. Even the stoutest of mind and body, combining usually the best natures in the party, were so worn and exhausted by the end of the trip that they could no longer restrain their exhibitions and exclamations of impatience, of irritation, and of complaint. Dr. Maynard was one of this class. No one ever crossed the plains better equipped mentally and physically than he, more helpful and self-reliant, more able to lead and direct, more prepared for wise action in any emergency or contingency that might occur. He was one of the most jovial of men, whose good humor could hardly be disturbed, and who



DR. DAVID S. MAYNARD

was always smoothing out troubles, doing personal favors and calming the agitation of those about him. And yet even he could not continue to the end without showing some signs of the ill feeling he experienced."

The legislature granted him a divorce during its session of 1852-3.

January 15, 1853, he and Catherine Broshears were married near Olympia, and she was the "Mrs. Maynard" who played an important part upon Seattle's stage for more than fifty years.

She died in Seattle, October 15, 1906. During her later years she had been tenderly cared for by early friends. Her body was laid beside that of her husband in Lakeview cemetery. To again quote: "And thus, surrounded by friends who evidenced in every way their respect and regard, was laid to rest all that was mortal of one of the first women of this country, one who had lived long beyond the ordinary allotted time, one who had seen much of change and progress, and who had figured prominently in times and events that meant much to this community, and that will insure her memory among those who here projected and established what has become the state of Washington."

THOMAS MILBURNE REED.

With "Life's battles well won, Life's work well done," Thomas Milburne Reed passed on to the life beyond on the 7th of October, 1905. He was then in the eightieth year of his age. Venerable in years but young in spirit, he had kept in touch with the interests of life and was to the last an inspiration to all with whom he came in contact, while his memory will ever remain as a blessed benediction to those who knew him. He was known throughout Washington as "Honest Tom Reed." What more splendid eulogy can any man have, for it has been justly said that "An honest man is the noblest work of God." His honesty was not merely that of the spoken word but of thought and of action, manifest in carefully considered judgments and in appreciation of the other's viewpoint. Advanced years never meant to him idleness nor want of occupation. His was an old age that gave out of its rich stores of wisdom and experience for the benefit of others and grew stronger and broader mentally and spiritually as the years went on.

A native of Kentucky, Thomas M. Reed was born at Sharpsburg, in Bath county, December 8, 1825, and was descended from that north Irish Presbyterian stock that in colonial days did much to colonize the new world, for business activity was hampered in Ireland by the arbitrary will of the British government, which destroyed in wholesale manner the extensive manufactories of Ireland because of their feared rivalry to England's factories and commerce. With natural hostility in their hearts toward England these Irish emigrants sought the new world, expecting to find here the opportunities which were denied them in their native land, but again parliament ruled against them. These colonists became intensely American in their love of their adopted country nor did their hatred of England abate. In this connection a biographer of Mr. Reed's said: "It is well known that he cherished to the last all those senti-

ments of sturdy, independent, uncompromising Americanism which their (his ancestors) self-reliant religion, their democratic church polity, their racial antipathies, their sore political grievances and the heavy financial losses to which they had been subjected by the cruel policy of national selfishness, all made it so easy for them to imbibe and to perpetuate. Kentucky being, as Henry Clay said, a transplanted Ireland in which Presbyterianism was the dominant religion, those sentiments were from the outset sedulously cultivated and carefully bequeathed from sire to son. These circumstances of heredity and environment had their large part in molding the character and influencing the mind of Mr. Reed. All through his life he clung with unfaltering tenacity to the doctrines and the principles which had become an integral portion of his inheritance."

Reared in his native state, there were many hardships which fell to the lot of Thomas M. Reed during the period of his boyhood. He was but twelve years of age at the time of his mother's death and the father, suffering financial reverses, removed from Sharpsburg to another part of the state. His son Thomas, then a youth of fourteen, went to live with his maternal uncle, James Workman, working on his farm for a wage of eight dollars per month and his board. Ambitious to acquire an education, he attended school through the winter seasons, meeting his expenses from the seventy-two dollars earned in the working season and from that sum also paying for his clothing. He remained for some time in his uncle's employ, during which period he qualified for school teaching and accepted a position as teacher of a country school. The elemental strength of his character was shown during that period. He realized his own lack of training but he resolved that his pupils should never know of it and by unremitting study in every available moment managed to keep ahead of his classes. The same thoroughness characterized his entire life and he became a quick-minded, clear-headed thinker, every mental faculty alert, and to the last he "retained the precious prize of keen mentality." In young manhood he turned to the study of law and while he devoted but a brief period to active practice before the bar members of the profession recognized the fact that he possessed a fine logical mind and correctly and readily applied the principles of jurisprudence. He had taught school through a summer season when he secured a position in a country store and the succeeding five years were devoted to clerking, during which time he won various promotions and ultimately was made general manager of business enterprises of that character. The conditions of his life, however, did not satisfy his restless ambition, which continually spurred him on to something higher and better and he utilized every available opportunity that promised progress and advance. When the news of the discovery of gold in California reached Kentucky he felt that perhaps his opportunity lay upon the Pacific coast and with a companion he started from Maysville, Kentucky, on the 23d of February, 1849, as one of the American Argonauts in search of the golden fleece, traveling by way of the Isthmus route and reaching San Francisco on the 26th of July, 1849, thus completing a journey which covered five months and three days.

Mr. Reed remained in California for about five years and then returned to his old home on a visit. There on the 20th of October, 1853, at Upper Blue Licks, Kentucky, he was first married, Miss Elizabeth Hannah Finley becoming his wife. This marriage was blessed with two sons: Hon. Thomas M. Reed, former

judge of the superior court of Washington, sitting at Olympia, and afterward United States commissioner at Nome, Alaska; and Mark Edward Reed, who is manager of the Simpson Logging Company. Having lost his first wife, Mr. Reed wedded Eliza Carter Giddings, and they had a daughter, Emma Eliza, now the wife of Dr. George W. Ingham, a leading physician of Olympia. Mr. Reed's third wife was in her maidenhood, Miss Hattie A. Fox, and the son of this marriage is Garnett Avery, connected with mercantile interests in Shelton, Washington. All of the children are married and occupy positions of prominence in the localities in which they reside.

After a two years' residence in California Mr. Reed ceased to engaged in mining, in which he had met with only a fair degree of success, and opened a general store in Georgetown, Eldorado county, forming a partnership with George Conness, who was afterward elected United States senator from California and later removed to Boston, Massachusetts. Mr. Conness was about five years the senior of Mr. Reed. The friendship which they formed in those early days remained unbroken to the last, being continued through correspondence until the death of the junior partner.

Success or failure connected with the development of the mining regions of California led to the upbuilding or decline of towns and cities and when in the turn of the wheel Georgetown lost its importance Mr. Reed resolved to try his fortunes in the Sound country and in 1857 landed at Seattle, but at that time Olympia was a place of greater size and importance and he made his way to the capital. He had previously been agent for the Wells Fargo Express Company in California and was at once appointed agent at Olympia, where he also continued in active connection with merchandising. Later he became interested in the Florence gold mines at Idaho and while there was called upon for public service. He had previously filled a number of local posts in California, including those of postmaster, county treasurer, county supervisor and justice of the peace. That he might decide fairly and impartially the questions which came up for settlement before him in the justice court he took up the study of law and after becoming identified with Idaho his fellow citizens sought his services as prosecuting attorney and also elected him a member of the general assembly of the territory. He was in Idaho during the period of the Civil war when that state was regarded as a hotbed of secession sentiment. He was called upon to aid the internal revenue officers of the federal government who were unable to collect the taxes levied under congressional act. When it became known that Mr. Reed had undertaken the task the men at the hotel at which he was staying treated him with the utmost disdain. They would not sit at the table with him and heaped him with scorn and abuse. At length the leading stockraiser of the region addressed him in these words: "Reed, do you think you are going to get any money here for the support of your infernal Yankee government?" "Yes," came the quiet answer, "I do; and I expect you to pay me this day what you owe the government of the United States under the internal revenue law, for I am going to leave here today and am going to take that money with me." The answer was greeted with a scornful laugh but the determined look on the face of Mr. Reed told the cattleman there was to be no fooling with him. Years before, in California, after being repeatedly insulted by a bully, who was endeavoring to get him into a fight, Mr. Reed had taken the defensive and his antagonist was

unable to be about for two weeks thereafter. The cattleman saw a wiry frame and guessed something of the power that might be behind that physical and mental makeup and the money was forthcoming that day. Mr. Reed on the whole was most kindly spoken but when injustice, abuse or falsehood aroused him he spoke in terms of the strongest indignation, standing as the exemplification of fairness in his exposure and condemnation of the wrong.

Although he was thus active in Idaho he never changed his residence from Olympia and in the latter city he attempted to enlist for service in the Union army soon after the outbreak of the Civil war. He was elected captain of a volunteer company but the expense of transporting the troops caused the government to decline their active aid at the front but in other connections Mr. Reed rendered valuable service. He had once before attempted to render military aid to his country, for at the time of the Mexican war he enlisted, but the quota was full and the company was accordingly disbanded. From 1865 until 1872 he served as chief clerk in the office of the surveyor general of the United States for Washington territory. On retiring from that position he gave much of his time to the survey of public lands in western Washington, sometimes in an official capacity and through other periods as a contractor, that business occupying his attention largely until 1880. In the meantime he was elected a member of the territorial council from Thurston and Lewis counties in 1877 and was chosen president of that body, which bore the same relation to the territorial government that the senate does to that of the state today. He was retained in public office at the close of his legislative experience, being made auditor of Washington territory, which position he filled until January, 1888. His public-spirited devotion to the general good led to his election as a member of the constitutional convention in 1889 and following the admission of the state into the Union he was elected the first state auditor, receiving the highest vote of any candidate on the republican ticket although the others were men of acknowledged popularity. He remained in that position until January, 1893, and made a most excellent record, having "regarded a public office as a public trust." In his official duties he ever placed the public welfare before personal aggrandizement and subordinated partisanship to the general welfare. No one ever questioned the integrity of his position and it was his fearlessness and honesty in support of his convictions and in the performance of his official duties that led him to become known throughout the state as "Honest Tom Reed."

One of the strongest forces in the life of Mr. Reed was his devotion to the high ideals inculcated by Masonry. In early youth he learned to study every phase of a question before making up his mind concerning it. He was in young manhood about the time when the Morgan excitement and the anti-Mason sentiment was at its height. With his naturally inquiring turn of mind he began investigating conditions and believed that the opponents of Masonry were in the wrong and that the lodge contained elements which would be of the greatest helpfulness to every individual in the development of his character and the shaping of his life. Accordingly, on the 30th of March, 1847, just four months after he attained his majority, he was made a Mason in Holloway Lodge, No. 153, F. & A. M., in Bath county, Kentucky, and soon after joining the order he became secretary of his lodge. He afterward advanced to high rank in the order but never neglected the lodge. He felt that there was nothing so beautiful as the

three first degrees. While in California he served as master of two lodges and he took the degrees of the council and of the commandery in that state. Following his removal to Washington he became grand high priest and grand secretary of the grand chapter and was grand recorder and grand treasurer of the grand commandery. In recognition of the able and faithful service which he rendered to the organization the honorary thirty-third degree was conferred upon him. He was long a loved and honored member of Afifi Temple, A. A. O. N. M. S., of Tacoma and on the 8th of December, 1858, the thirty-third anniversary of his birth, he was installed as grand secretary of the grand lodge and occupied that position for nearly forty-seven years. Only once in all that time did he fail to attend a stated communication until that which was held just prior to his demise. Even then it was only by the strictest orders of his physician that he remained at home. Fifteen or twenty years before he passed away he and two other grand masters of Washington entered into a compact that the living should officiate at the last rites of the one who had passed away. These three were Colonel Granville O. Haller, U. S. A., of Seattle, Hon. Louis Zeigler, of Spokane, and Hon. Thomas M. Reed, of Olympia, and the second named lived to officiate at the interment of both of the others. At the death of Mr. Reed Masons gathered from all parts of Washington to do honoor to his memory and he was laid to rest on such a day as he had wished for—a glorious October day, the warmth and beauty of which rivalled midsummer. In a memorial address John Arthur, worshipful master, said:

"What shall I say of the grace and sweetness with which Thomas Milburne Reed met and bore the fast-growing years? How shall I tell you of that glorious boyish spirit which even in his later seventies made him one of ourselves and not at all an old man? How neat and tasteful was he in his attire! How sympathetic was he with youth and inexperience! What a warm personal interest he took in the new members of the Grand Lodge, and how eager was he to help them along in every way! How he would encourage them to study and to foster Ancient Craft Masonry! And how the young men warmed to him! And if in the laudatory references to him at the lodge meetings, banquets and functions which he attended he was mentioned as 'our venerable grand secretary,' how pleasantly would he receive my repudiation of the adjective and my insistence that there was nothing 'venerable' about him, and that he was a ringleader among our younger set and generation! Brother Reed was an impressive personality. Tall, spare, straight as an arrow until recent years, with eyes of fire and force, a genial manner and a bearing of easy, natural dignity, he would attract attention in any concourse of men and would at once be acknowledged as a man to be reasoned with. He was by nature kindly, considerate and patient; but back of all this was the sleeping lion whom an underserved prod might awake to resistless fury. He was a stalwart in every phase of his life; he was the outspoken enemy of all indirection; he was the soul of honor in all transactions with his fellowmen; his unselfish devotion to the public interest and needs of the community in which he lived brought him to the verge of financial ruin and cost him a fortune; his guiding star alike in public and private life was the strictest integrity; and

'Thus he bore, without abuse,
The grand old name of gentleman.'

The passing away of such a man is a heavy loss to the state in which he lived, to the neighbors who looked upon him as their guide, philosopher and friend, to the great fraternal society of which he was the most distinguished member, and to the widow, children and grandchildren who loved him with all the ardor which such a lovable man inspires."

In Masonic circles he was the foremost "grand old man of Masonry," loved and honored by all of his brethren in the craft but also equally loved and honored in other relations, for the same sterling traits won him the enduring friendship and regard of all with whom he was associated through business, social, political or church relations. In business he had worked his way upward from obscure poverty and attained a considerable measure of success. In politics he had borne unsullied a name synonymous with public-spirited devotion. In his social relations he was ever the considerate, helpful friend, and in the church a stanch advocate of Christianity. The sweetest traits of his character were reserved for his own household and his close associates may well say of him

"He was a man;
Take him for all in all
I shall not look upon his like again."

OLIVER DYER COLVIN.

Oliver Dyer Colvin, vice president and general manager of the Seattle Car & Foundry Company and president of the Vancouver Equipment Company, Limited, is one of Seattle's foremost business men and looks the part. For diversion he plays golf and every now and then wins a trophy. It is characteristic of him that he is active and diligent, whether along the lines of business or of recreation, and he recognizes the fact that to maintain an even balance one must play well, as much as work well.

Mr. Colvin is a native of Coldwater, Michigan, the year of his birth being 1867, and he came to the west after completing a course of study in Baldwin University. Tacoma was the scene of his first efforts on the Pacific coast. In 1888 he joined a surveying party and later assisted in laying out the town of Fairhaven, now a part of Bellingham, for Nelson Bennett. He became connected with the Fairhaven Land Company and afterward with the Fairhaven & Southern Railway, which later became part of the Great Northern Coast Line.

Before coming to Seattle in 1901 Mr. Colvin returned to Tacoma and acquired some timber holdings in Mason and Thurston counties. After his removal to Seattle he became chief deputy assessor and subsequently was in the county treasurer's office. Later he was a deputy UnitedStates marshal and he became auditor of the old Seattle Consolidated Street Railway Company. He next was made receiver and afterward general manager of the Front Street Cable Railway but resigned to become general agent of the Washburn & Moen Manufacturing Company, which later merged into the American Steel & Wire Company and then into the United States Steel Corporation. For three years Mr. Colvin was vice president and general manager of the Tacoma Power Company but resigned

to accept his present position as vice president and general manager of the Seattle Car & Foundry Company and president of the Vancouver Equipment Company, Limited. His powers have ever been adequate to the demands made upon him, although the responsibilities he has assumed in these connections have ever been more and more important, bringing him steadily to the front in the business circles of the city.

FREDERICK CRANE HARPER.

Various business interests have claimed the attention of Frederick Crane Harper, who has controlled commercial and industrial concerns of importance, contributing to the business development of Seattle and the northwest in large measure. He was born June 16, 1855, in the province of New Brunswick, Canada, just across the boundary line from Maine, his parents being Joseph Crandall and Susan (Crane) Harper. He comes of English lienage on both sides. While born across the border, he came to the United States in 1887 and was naturalized as soon as possible. He is intensely American in spirit and patriotic in his devotion to his adopted country. He had uncles who crossed the border and fought for the Union cause in the Civil war.

Frederick C. Harper acquired his education in the common schools and in the Mount Allison Wesleyan Academy at Sackville, New Brunswick. He made his initial step in the business world in connection with mercantile interests and afterward entered the real estate field. He has been a resident of the Puget Sound country for twenty-eight years and was at Port Townsend as collector of customs from 1906 to 1913 when headquarters were transferred to Seattle. He was also one of the company which conducted the Hotel Stevens and also opened the Seattle Hotel. He became one of the organizers of the Harper Brick & Tile Company, now known as the Harper-Hill Brick Company, and he is a large stockholder in and secretary of the Harper Barge & Lighterage Company. He also has other interests and is recognized as a man of resourceful business ability, of keen sagacity and of marked discrimination. He has exercised considerable influence in public affairs and since becoming a naturalized American citizen has given unfaltering support to the republican party and on its ticket was elected to the state senate for a four years' term, from 1895 until 1899. None questions the integrity of his opinions nor finds that he ever occupies an equivocal position, for he is fearless in the expression of his honest convictions. He has the proud distinction of being the only collector of customs in this district who has ever served a second term. He was so efficient and his conduct of the affairs of the office was so able and so far above reproach that when his term expired, under the present democratic administration he was continued in the office several months before his democratic successor was appointed September 15, 1915.

Mr. Harper was married to Miss Clorinda Wells, a daughter of William A. Wells, at Bayfield, New Brunswick, in 1878. The eldest son, Frederick William Harper, a young man of exceptionally fine character, was killed in a hunting accident in the mountains in 1913. A daughter, Mabel Frances, married Ross C. Chestnut, who is in the customs service. Helen Louise is the wife of Rex

Smith, of the Crescent Manufacturing Company. His two youngest sons, Joseph Crandall and Robert Wells are both at home.

Mr. and Mrs. Harper are members of the First Methodist Episcopal church and his fraternal relations are with the Modern Woodmen of America. He is also a member of the Arctic Club and the Commercial Club. He has made thousands of warm friends in Seattle. He is a stanch adherent of the highest principles of true democracy and there is no question but that he places the faithful discharge of duty before personal aggrandizement and that with him, strong republican as he is, the public welfare stands before partisanship.

THOMAS W. PROSCH.

No man in the state was better known to the older residents than Thomas W. Prosch. Since 1875 he had been intimately connected with Seattle's growth and development and until a few years ago had taken an active part in civic affairs. In later years he devoted himself to private matters and to his writings, which were chiefly historical. He was one of a few men in the northwest who had the most intimate knowledge of the history of the Puget Sound region and was an authority upon the subject, particularly concerning the parts that the various pioneer families had played in the settlement and building up of the state.

Mr. Prosch was the son of Charles and Susan Prosch, who were among the pioneers of the northwest. His father also a few years ago was a familiar figure on the streets of Seattle. The Prosch family came to the Pacific coast in 1855 from Brooklyn, New York, where Thomas was born in 1850. The elder Prosch was a printer and in 1858 founded The Puget Sound Herald at Steilacoom. Like most sons of country printers, young Thomas learned the trade and at the age of nine was "sticking type" and later running the press. He worked at intervals as a salesman in a store and as a logging camp hand. At nineteen he was a clerk in the legislature and a clerk in the customs office at Port Townsend at twenty.

About 1869 Charles Prosch and his two sons, Fred and Thomas, acquired the Pacific Tribune from Randall H. Hewitt and continued its publication in Olympia.

By reason of financial entanglements the ownership of the paper passed to Thomas W. in 1872.

In 1873 the terminus of the Northern Pacific Railroad was fixed at Commencement Bay and he decided to move to New Tacoma, the embryo metropolis of the northwest. There he continued the publication of the paper for nearly two years and then moved with it to Seattle, where it was continued about three years longer and then sold.

About 1879 he and Samuel L. Crawford bought The Intelligencer of this city. Two years later that paper was merged with The Post and the name of the publication was changed to The Post-Intelligencer. Mr. Prosch retained a half interest in the new paper and later acquired the whole. Early in 1886 he sold it to a joint stock company.

THOMAS W. PROSCH

In 1876 Mr. Prosch was appointed postmaster of Seattle by President Grant and held the office for two years, after which he resigned. He had charge of the municipal census of Seattle in 1890 and at the same time was special agent in charge of the federal census here. In the early '90s he served three years as a member of the Seattle school board and in 1894 he aided in platting the tide lands in front of the cities of Seattle, Ballard and Tacoma. He was formerly secretary of the Seattle Chamber of Commerce, having held that office three years. For fourteen years he was a member of the board of trustees of the same organization. He was repeatedly president and trustee of the Washington Pioneers' Association and belonged to various other pioneer and historical societies.

He had retired from active life, devoting his time to his historical writings and his private business. He owned much property in the city. With Mrs. Prosch he owned the old McCarver residence in Tacoma, which was built by the founder of that city in 1868.

Mrs. Prosch, to whom he was married in 1877, was the daughter of General Morton M. McCarver, the founder and one of the historic figures of that city, and, beginning in 1843, one of the most notable figures in old Oregon during the period of its provisional government and for twenty years later. She was born on the old McCarver homestead, near Oregon City, Oregon, in 1851 and moved with her parents to the present site of Tacoma. Mrs. Prosch's sister, Mrs. Dudley Harris, still lives in that city. Three daughters and one son survive Mr. and Mrs. Prosch. The son is Arthur Prosch, who is employed in the post-office. The daughters are Edith, Beatrice and Phoebe.

JUDGE JAMES THEODORE RONALD.

There are in the salient characteristics of Judge J. T. Ronald those elements of strength and courage which have dominated his life and made him a most efficient, trustworthy and conscientious officer in guiding municipal affairs as mayor of the city or in administering justice upon the bench. The practice of law has been his real life work and in his chosen calling he has gained distinction, winning an extensive practice of an important character. He has ever been remarkable among lawyers for the wide research and provident care with which he prepares his cases, while his decisions on the bench have indicated strong mentality, careful analysis, a thorough knowledge of the law and an unbiased judgment.

Judge Ronald was born April 8, 1855, near Caledonia, Washington County, Missouri. His parents, O. G. and Amanda (Carson) Ronald, were both natives of Virginia and in childhood days accompanied their respective parents to Missouri, the family settling in the southeastern part of that state. The father is a direct descendant of the old Ronalds of Scotland and his grandfather's father was one of the colonists of Virginia and a personal friend of Patrick Henry. Mrs. Ronald belonged to the Carson family whose ancestors were from the north of Ireland and of the same lineage as the present Carson who has won wide notoriety in Belfast in connection with the Home Rule bill. The Ronald and

Carson families that located in southeastern Missouri became well known in their respective neighborhoods, where they took up their abode in pioneer times, after which they were closely associated with the development and progress of that portion of the state.

Judge Ronald attended the public schools of Missouri and at the age of eighteen years became a student in the State Normal School at Kirksville, completing a three years' course by graduation in 1875, when he won the B. S. D. degree. A few years later because of successful work in after life his alma mater conferred upon him the Bachelor of Arts degree. Following his graduation he went to California, where he engaged in teaching school until his admission to the bar in Placer county, California, in April, 1882. He was a very successful educator, passing from one promotion to another in the scale until in 1882, when he abandoned the profession. He was considered one of the most able public school teachers in the central part of the state. During that period he had utilized his leisure hours in the industrious study of law and upon his admission to the bar removed with his family to Seattle, then a city of less than five thousand population. He had had no experience and met with hard times. Although he kept his profession ever in the foreground he utilized other means to advance his financial interests while gaining a start in law practice, selling books and real estate and keeping books nights and mornings. In fact he did anything to earn an honest dollar and make a living. In those days C. M. Bradshaw, prosecuting attorney for the third judicial district which comprised the whole of the Puget Sound country, lived at Port Townsend and appointed Mr. Ronald deputy for King county at a salary of twenty dollars per month. The city was then full of brothels and gambling houses, nearly all of the saloons having a brothel above. After his appointment as deputy prosecuting attorney, Mr. Ronald immediately began a war against vice. He had to fight in court nearly the whole bar but made such a reputation that he was nominated by the democratic party in the fall of 1884 for district attorney for the district comprising King, Kitsap and Snohomish counties. Though a democrat and the republican party usually in the ascendency, he was elected and was reelected in the fall of 1886. While in office he had many important cases including the celebrated Squak riots, resulting in the murder of the Chinese. At times it took all his courage and resolution to do his duty but he never faltered, remaining faithful to the trust reposed in him and discharging every duty with a sense of conscientious obligation.

In March, 1889, Mr. Ronald retired from the position of prosecuting attorney and formed a partnership with S. H. Piles, with whom he soon built up a large law practice. In fact their practice became one of the best in the state. They were retained in many important cases all over the Sound country and Mr. Ronald's ability was again and again demonstrated by his able handling of any case and by the favorable verdicts which the court awarded him.

He was called upon for public service, when, in February, 1892, he was elected mayor over John Leary, running on the democratic ticket and receiving a majority of almost two thousand. He is the only man ever elected mayor on straight democratic party lines in Seattle. Times were very hard, for this was during the greatest period of financial panic in the history of Seattle. Notwithstanding there were difficult situations to face he gave the people an honest, fearless administration, yet was handicapped and hampered during the entire period by the existing finan-

cial conditions, by factions and by newspaper partisan opposition. He was the first mayor to recognize municipal ownership of the lighting system and he also strongly favored the Cedar River waterworks. Before the city had finally committed itself to the ownership of the Cedar River system he sent Major Rinehart, chairman of the board of public works, to acquire a tract of land that was offered at public sale and which he knew that the city would need if it was decided to acquire the water system. Mr. Ronald gave Major Rinehart a city warrant without authority of the council in order to secure the tract but recognized the need and the exigency of the situation. In his first report he recommended the acquisition of a number of small tracts of land for parks, which at that time could have been purchased very cheap but the council refused to meet the recommendation, thus showing themselves lacking in foresight. The purchases which he recommended were in line with the subsequently adopted Olmsted plan and all the tracts which he wished to have purchased at that time have been subsequently acquired at enormous expense. The office of mayor came to Mr. Ronald unsought, for he had no political aspiration in that direction. In 1900 he was made the democratic nominee for congress but was defeated, yet he ran ahead of all other candidates upon the ticket save the nominee for governor.

In 1898 Mr. Ronald became a partner of Messrs. Ballinger & Battle, and the firm took front rank among the attorneys of the city, building up a splendid practice, numbering among their clients many of the most prominent people of the county. Again Mr. Ronald was called to public office, when he was appointed by Governor Mead, a republican, to the position of regent of the State University, in which capacity he served for five years, during which time the fair buildings were erected. It was during his term in that office that he was elected and reelected to the Seattle school board, but he resigned his position as regent and head of the school board when appointed by Governor Hay, also a republican, to the superior bench in April, 1909. To that office he was reelected in 1910 and again in 1912 and although a stanch democrat he has carried the republican city of Seattle by large majorities in nine elections—twice for prosecuting attorney, once for mayor and once when a candidate for congress and once for the school board and also in two primaries and two general elections for judge. While he has ever been a democrat, he has been bold and ready to criticise his party for unwise acts and courageous enough to uphold and sustain the republican party when he has felt its course to be right.

On the 26th of February, 1877, Judge Ronald was united in marriage to Miss Rhoda Coe, at Stockton, California, a daughter of Jamison and Mary Coe, of a highly respected family of northeastern Missouri. They have become parents of three daughters: Norma, now the wife of Edgar J. Knight, deputy prosecuting attorney of King county; Eva, the wife of Dr. H. K. Benson, of the chemistry department of the University; and Mabel, the wife of Fred Martine, of the Pacific Lithographing & Engraving Company. All are residing in Seattle and with their husbands and their several children meet often at the home of their parents in a most joyful and ofttimes hilarious reunion.

Judge Ronald is an Odd Fellow in good standing and has passed through all of the chairs of the subordinate lodge. He belongs to no church but is a believer in the work that is being accomplished for the moral development and welfare of the community. His own life has ever been characterized by high moral

standards. There have been in his life many evidences of the high consideration which his contemporaries and colleagues entertain for the integrity, dignity, impartiality, love of justice and strong common sense which have marked his character as a judge and as a man. He possesses many excellent traits, is brave and manly, sincere and outspoken, considerate of others, yet firm in the discharge of his duties.

JOHN WHITE EDWARDS.

John White Edwards is living retired in Seattle, having gained a competence through former years of labor that enables him to enjoy a well deserved period of leisure. He has reached the advanced age of eighty years, his birth having occurred in Canada on the 2d of April, 1836, and his life has been so spent that he is held in high honor by all who have been associated with him and enjoys the consciousness of work well done. His father, James Edwards, was engaged in the lumber and mercantile business in the Dominion and during his later years held the office of city treasurer of Peterborough, Ontario. His wife, who bore the maiden name of Elizabeth Cameron, was also a native of Canada and was of Scottish descent while Mr. Edwards was of English.

John White Edwards received his education in private schools in Peterborough and on beginning his independent career engaged in the milling and lumber business in the employ of his father. Later he worked as clerk in a hardware store, receiving for his services a wage of ten dollars per month and board, and later he became connected with another hardware dealer and filled the position of bookkeeper at a salary of forty dollars per month. When twenty-one years of age he became manager of a large lumber firm which engaged chiefly in shipping sawed lumber and square timber. After remaining in that connection for three years he began dealing in timber on his own account and in 1862 he went to Victoria, British Columbia, by way of the Isthmus of Panama. Not long afterward he began prospecting in the Cariboo mines, remaining there until the fall of that year, when he went to Alberni, on Barclay Sound, where he engaged in tallying lumber in connection with loading ships and also in scaling logs for Anderson & Company. He remained with that company until the mills closed in 1865 and then became manager of the office and yards owned by W. P. Sayward at Victoria. In 1867 he severed that connection and was given charge of the books and store at the Port Madison mills for Meigs & Gawley. This firm was the first on the Sound to build ships and their bark, the Northwest, was the first lumber barkentine constructed on the Sound. After remaining at Port Madison for about nine years Mr. Edwards went to Port Blakeley and was practically placed in charge of their mill business at that point. Six years later, or in the fall of 1882, he came to Seattle and turned his attention to the real estate business, which he followed with gratifying success for seven years. At the end of that time, or in 1890, he retired from active life and has since enjoyed a period of rest. In all that he undertook he was energetic, judicious and farsighted and the large measure of prosperity which he gained was well deserved.

Mr. Edwards was married at San Francisco in 1862 to Elizabeth Hufton, a

native of England, who removed to San Francisco in 1862. They have a daughter, Lizzie J., who is the wife of Roderick F. Tolmia, of Victoria. To this union has been born a son, Jack R., whose birth occurred in Seattle on the 19th of March, 1897, and who is now a student in the University of Washington.

Mr. Edwards is a stanch republican in politics and keeps well informed as to the questions and issues of the day. He is a thirty-second degree Mason, is also identified with the Earlington Golf Club and was one of the first members of the Rainier Club, these associations indicating his interests and the extent of his acquaintance. He still plays a good game of billiards, plays golf, shoots at the traps occasionally and yearly goes fishing and duck shooting. He is probably the oldest shot and golfer in the state. He has the greatest faith in the future of Seattle and has extensive property interests in the city. He is one of the substantial men of Seattle and in promoting his business interests he has also aided in the development of the city.

DANIEL WALDO BASS.

Daniel Waldo Bass, who is one of the managers of the Hotel Frye of Seattle, is a representative of that class of energetic, alert and capable men upon whom the advancement of their communities rests in such large measure. Quick to see and utilize business opportunities, he also cooperates in movements seeking the progress of Seattle along other lines. He was born at Salem, Oregon, on the 22d of July, 1864, and is the only son of Samuel and Avarilla (Waldo) Bass. He has one sister, Miss Jessie Logan Bass, who is likewise living in this city. He is a grandson of the well known Oregon pioneers, Daniel and Melinda Waldo, who crossed the plains in 1843, when the journey was not only tedious but also dangerous, and for whom the Waldo hills, seven miles east of Salem, Oregon, were named.

Daniel Waldo Bass received liberal educational advantages, attending Willamette University at Salem, Oregon, the University of Oregon at Eugene, and the law school of Willamette University. For fourteen years he practiced law in Seattle and during the years 1893 and 1894 he held the office of deputy prosecuting attorney under John F. Miller. His thorough preparation for the profession, his natural ability and his habit of taking into account all features in his cases made him a successful attorney, but in 1905 he turned his attention to business interests. From that date until 1907 he was prominently connected with the manufacture of shingles in the state of Washington. He conducted his individual manufacturing interests well and also organized the shingle mills of the state into an association known as the Shingle Mills Bureau, which he successfully managed for two or three years and which proved of great value to the trade. In 1908 he closed his shingle mill and became manager of the Skagit Trading Company, conducting a general store at McMurray, Washington, and also devoted considerable time to the operation of his farm, located near McMurray. On leaving McMurray he returned to Seattle as one of the managers of the Hotel Frye, a position which he is still filling to the satisfaction of all concerned. The hotel is acknowledged to be one of the leading hostelries of the Pacific coast

and to manage it successfully requires a high order of business acumen and executive ability—qualities which Mr. Bass possesses in a marked degree.

Mr. Bass was married on the 14th of December, 1908, to Miss Sophie Frye, who is a daughter of the well known pioneers, George F. and Louisa C. Frye, the latter a daughter of A. A. Denny, the founder of Seattle. Mr. Bass is well known in Masonic circles, belonging to Arcana Lodge, No. 87, A. F. & A. M., which was organized largely through his efforts and which is now one of the leading if not the leading lodge of the state of Washington. He belongs also to the Scottish Rite bodies and the Mystic Shrine. While living in McMurray he served as postmaster for three years, resigning that office at the time of his return to Seattle. In that connection as in all others he proved very efficient and made a highly creditable record. He is a western man by birth and training and his thorough understanding of conditions throughout this section of the country has enabled him to work intelligently for the further advancement and the future development of his city.

A. A. BRAYMER.

Born in Chicago in the early '70s, Mr. Braymer attended the Chicago public schools and after finishing the grammar grades entered the Chicago Manual Training School, now the Armour Institute, the first technological school established west of Boston, and second only in course of training to the Boston Institute of Technology, from which he graduated in the spring of 1893. His first business training was with a wholesale photo supply house but in the fall of that year he joined the ranks of commercial travelers covering a large portion of the middle western states before the summer of 1897.

The following fall and winter he was employed by a hardwood floor concern but the influence of the Alaskan gold discoveries proved too much and he joined the Klondike rush, going west over the Canadian Pacific and outfitting in Vancouver, B. C.

In the fall of 1898 he arrived in Seattle from the north but after a short stay decided to "follow the flag" and set out for Honolulu by way of San Francisco.

Joining the sales forces of a large wholesale house in Honolulu, Mr. Braymer spent the following six years representing this line out of Honolulu, covering the other islands of the Hawaiian group. The roads, especially on the island of Hawaii, were not completed at that time and Mr. Braymer made his earlier trips on horseback with his samples on pack animals.

After a year in the office of the Governor of Hawaii, he joined the Honolulu agency of the National Cash Register Company, with whom he later went to Japan to exploit that line and a complete line of office fixtures, fittings and business systems.

Japan offered little attraction to Mr. Braymer. The earthquake and fire in San Francisco in April of that year turned his eyes again toward the Pacific Coast and he decided to return and settle in Seattle.

He joined his father for a short time in the brokerage business but in the

A. A. BRAYMER

fall of 1906 became manager of the Puget Sound Auto Company, one of the pioneer companies in the automobile business.

In the early spring of 1907, Mr. Braymer embarked in the cash register and office system business, covering the state of Washington for himself, but the hard times and panic following caused him to give up this line in the fall.

Bubonic plague having appeared in Seattle in October, 1907, he offered his services to the Health Department, having had considerable experience with this disease during the outbreak in Honolulu in 1899 and 1900, when he served as the representative of his employers on the merchants committee in charge of the stocks of merchandise within the quarantined district. He was put in charge of some special plague investigation work for a time but soon was transferred to the office and assumed the duties of chief clerk and accountant of the funds of the Special Plague Division.

When the department was reorganized, July 10th, 1908, Mr. Braymer became chief clerk and secretary, which position he still retains.

JUDGE MILO A. ROOT.

Judge Milo A. Root, who has won high judicial honors and is now actively engaged in the practice of law with a large clientage that indicates his position as a foremost member of the Seattle bar, was born at Wyanet, Illinois, on the 22d of January, 1863. His great-grandfather in the Root line was a Revolutionary soldier, and his grandfather was among those who fought in the War of 1812. His father, William H. Root, was born in Allegany county, New York, and wedded Miss Cordelia Holroyd, also a native of that state.

Judge Root acquired his early education in the public schools and later attended the Albany Law School, which is the law department of Union College of New York. He became a resident of the territory of Washington in 1883 and since that time has been engaged in the practice of law. He was for four years probate judge and afterward for the same length of time was prosecuting attorney of Thurston county. He was elevated to the state supreme court and served for another four years in that connection. His keen interest in his profession, his habit of sober and systematic thought, his diligence in research and his conscientiousness in the discharge of every duty enables him to take high rank among those who have held the highest judicial offices. His reported opinions are monuments to his common sense, legal learning and superior ability, showing a thorough mastery of the questions involved, a keen sense of justice, a rare simplicity of style and an admirable terseness and clearness in the statement of the principles upon which the opinions rest. Several of his opinions against letting technicalities defeat substantial justice or cover fraud or trickery have attracted much attention. Since his retirement from the bench he has resumed the private practice of law and his business in connection with the courts makes heavy demands upon his time. He is consulted and employed in the trial of cases by other attorneys to an extent equalled by few if any other lawyers of the city.

In 1890 Judge Root was united in marriage to Miss Anna E. Lansdale and to them have been born six children. The family has resided continuously in

Seattle since 1897 and the members of the household occupy an enviable social position. Judge Root has fine offices and a working library in the New York building. He is a man of attractive personality, having many friends. His breadth of view has enabled him to recognize possibilities not only for his own advancement but for the city's development, and his lofty patriotism has prompted him to utilize the latter as quickly and effectively as the former. For several years he has been unanimously reelected president of the Beacon Hill Improvement Club, one of the leading community organizations of the city. He is a trustee of the Washington Children's Home Society and is connected with various fraternal and civic organizations.

HENRY OWEN SHUEY.

Henry Owen Shuey is a prominent representative of banking interests of Seattle as president of H. O. Shuey & Company, and is also the president of the Equitable Building, Loan & Investment Association, a concern which is an important factor in the business world of Seattle. His has been a life of intense and wisely directed activity and he has gained wealth and an honored position in his city through the utilization of opportunities which others have failed to recognize.

Mr. Shuey was born April 29, 1861, on a farm near Bainbridge, Putnam county, Indiana, and is a son of Daniel and Nancy (Owen) Shuey. The family is of French Huguenot ancestry, but representatives of the name located in Germany, whence they emigrated to America in 1734. They have since been prominently identified with the history of this country and are numerous in Virginia, Maryland, Pennsylvania, Ohio, Indiana, Illinois, Iowa and California. Daniel Shuey was born in Botetourt county, Virginia, April 1, 1804, and in 1829 located in Putnam county, Indiana, where he engaged in farming and stock raising until his demise in 1868. He was twice married and by his first wife, who bore the maiden name of Eve Garst, had twelve children. His second wife, the mother of our subject, was born in Rowan county, North Carolina, May 5, 1821, and about 1830 removed to Indiana, where she was married to Mr. Shuey about 1850. Her demise occurred on the 19th of March, 1899, when she had almost reached the age of seventy-eight years. She was the mother of eight children. Thomas J. Shuey, brother of our subject, was for years a noted minister of the Christian church and was well known as an evangelist and lecturer throughout the Mississippi valley. His last pastorate was at Seattle, where he died February 17, 1911, and where his family still reside. Another brother, J. B. Shuey, is living in Paris, Illinois.

Henry O. Shuey was but seven years of age when his father died and he remained upon the homestead farm in Putnam county with his mother until he was nineteen years of age. After attending the country schools he was a student in an academy at Bainbridge, Indiana, and later attended the Northern Indiana Normal School, now Valparaiso University at Valparaiso, Indiana, and the Central Normal School at Ladoga, Montgomery county, that state. The energy and determination that have always characterized him were manifest in the days of

his boyhood and youth, as he worked his way through school. Following his marriage, in 1884, he gave his entire attention to farming and stock raising but in 1888 removed westward, arriving in Seattle on the 15th of February. He made the long journey without taking a sleeper and rode from Tacoma to Seattle on a freight train. For several years after locating in this city he continued his habit of rising at four o'clock in the morning, and he worked in his garden for several hours before going to his business.

By personal solicitation Mr. Shuey built up a large fire insurance and loan business, enlarged his acquaintance and became known all over the city and county as a careful, energetic, systematic and successful business man. He also entered banking circles and at one time served as receiver of the Seattle Savings Bank. He established the banking firm of H. O. Shuey & Company, of which he is president, manager, director and principal stockholder; and was one of the organizers of the Citizens National Bank, of which he was also for a considerable period president, manager, director and principal stockholder; and he is at present president, manager and director of the Equitable Building, Loan & Investment Association; and president, manager and director of the Pacific Home Builders, which will erect any kind of a building, residence, store, apartment building, hotel or church. He is likewise trustee of Valparaiso University at Valparaiso, Indiana. He has large and valuable property holdings in Seattle and throughout the state of Washington. He takes just pride in the success which he has achieved and the large business interests which he has built up through his own enterprise and good management, but he finds equal pleasure in the knowledge that he has also been able to assist a large number of people to help themselves. Mr. Shuey has enabled more than one thousand families to own homes of their own by the easy payment plan. He has been instrumental in erecting houses, which, if placed in a line one house to each fifty feet, would reach more than ten miles and, although the homes cost the owners about three million dollars, they are now worth about ten million dollars, the profit representing the increase in values and the rents saved. He will build a house on a lot owned by the investor or on a lot which the company owns or, if it is desired, loan the investor the necessary money and allow him to have the house built by a private contractor. In all cases easy terms of payment are given and his companies have done a great deal toward encouraging systematic saving among wage earners. Although the work has a great economic value, its importance along other lines is equally worth considering. It is well recognized that people who own their homes take a deeper interest in the development of the community than those who are paying rent and in assisting people to gain homes of their own Mr. Shuey is aiding in making better citizens. His company also deals in mortgage loans, real estate, insurance, rents and collections and does a general investment business. The Equitable Building, Loan & Investment Association, of which Mr. Shuey is president, was established on the 23d of October, 1894, and is a mutual savings society of recognized reliability. Its affairs are conducted on a sound business basis and it is a safe depository for the small investor. It has never paid less than six per cent per annum to its members, and the volume of its business has steadily grown since its establishment.

Mr. Shuey was married on the 17th of August, 1884, in Putnam county, Indiana, to Miss Lucina Hestletine Sherrill, a daughter of Rev. J. W. and

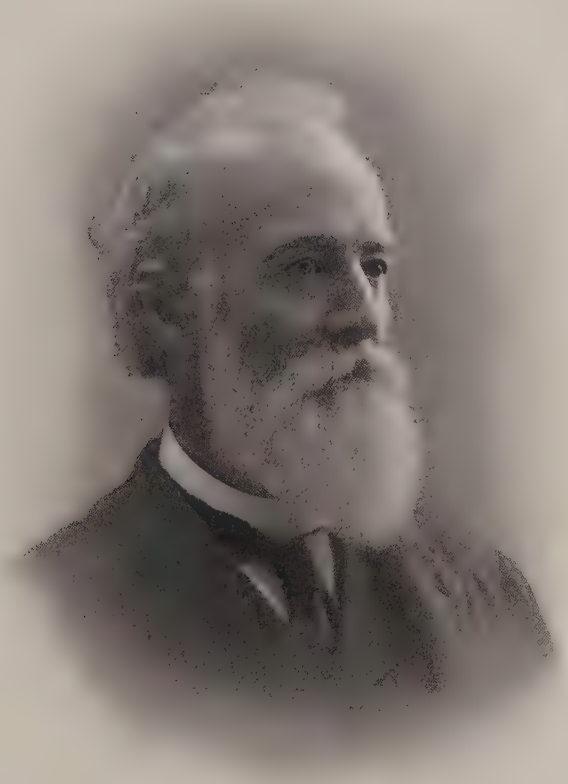
Mary C. (Denny) Sherrill, of that county. Her father was a minister of the Missionary Baptist church. His wife was a cousin of A. A. and D. T. Denny, the founders of Seattle, and a sister of William B. Denny, a well known early resident of this city. A brother of Mrs. Shuey, J. E. Sherrill, is a minister residing in Danville, Indiana. To Mr. and Mrs. Shuey have been born two sons: Charles E., who died when six years of age; and Clyde Sherrill, who was born in Seattle on the 1st of April, 1897.

Mr. Shuey is a republican and is never remiss in his duties as a citizen but has not taken an active part in politics. He has been a member of the Christian church since he was sixteen years of age and has filled every office in the church. He is now serving as elder and has been honored by election to state offices in the church and also to positions of still larger responsibility. He has helped to build scores of churches and has been a leader in various branches of church work. He was for some time trustee of the Washington Children's Homefinding Society, a director in the Young Men's Christian Association, and many benevolent and philanthropic movements have profited by his cooperation and support. He possesses in large measure that enterprising spirit that recognizes no obstacles, which has dominated the west and which has made possible the marvelous development of Seattle. It is greatly to his credit that in his determination to build up a large business he has not neglected the other phases of life, but, on the contrary, has utilized his executive ability and keen insight in helping to bring about the advancement of the city along the lines of moral progress. He is widely known and all who have come into contact with him esteem him most highly.

HENRY A. SMITH, M. D.

The subject of this review is one whose history touched the pioneer epoch in the annals of the Pacific coast, and whose days formed an integral part in that indissoluble chain which links the early formative period with that latter day progress and prosperity. When Washington was cut off from the comfort and advantages of the east by the long, hot stretches of sand and the high mountains, Dr. Smith made his way across the plains, braving all the trials and hardships of pioneer life, in order to make a home in the northwest—rich in its resources, yet unclaimed from the dominion of the red man. For more than half a century he resided in this section of the country and was the first physician to locate in the little settlement which has developed into the beautiful city of Seattle.

Dr. Smith was born near Wooster, Wayne county, Ohio, on the 11th of April, 1830, and died at his home in Seattle, August 16, 1915. He was of German lineage on the paternal side, while on the maternal side he was of English ancestry, the two families being founded in America during an early epoch in her history. His great-grandfather, Copleton Smith, served his country under General Washington in the Revolutionary war. He owned one thousand acres of land, over which the city of Philadelphia has since spread, and from which he was driven by the Indians who murdered his wife. Later when he returned to his property he found that it had been taken by others, who met him with rifles and would have killed him had he pressed his claim. He was a



DR. HENRY A. SMITH

man of wonderful endurance and lived to the very advanced age of ninety-eight years.

Rev. Nicholas Smith, the father of the Doctor, was born in Pennsylvania in 1799. He married Abigail Teaff, a native of Virginia, and they removed to Wooster, Ohio. He was a minister of the Christian church and engaged in preaching during the greater part of his life. He served in the War of 1812. He died in his fiftieth year, but his wife, long surviving him, passed away at the ripe age of eighty years. She came west with her son, the Doctor, and acted as his housekeeper throughout the pioneer period of Seattle's development. A most earnest and devoted Christian woman, she belonged to the church in which her husband was a minister and her influence was widely felt for good and left an indelible impression on the lives and character of her children. She was the mother of nine children—two of her sons fought in the Civil war, Dr. Samuel S. Smith and Colonel George P. Smith.

Dr. Henry A. Smith was educated in the public schools of Wooster, Ohio, later attending Allegheny College, Meadville, Pennsylvania, where he began the study of medicine which was continued in the office of Dr. Charles Roode in Cincinnati, Ohio, and later at the University of Pennsylvania. For a time he engaged in the practice of medicine in Keokuk, Iowa, and then resolved to make his home on the Pacific coast, which was then being developed although pioneer conditions yet largely existed. In 1852 he crossed the plains with oxen and mules, California being his objective point. He traveled with a large company and fortunately took with him a large supply of medicine which proved of the greatest benefit, for it was the year of the cholera scourge when so many suffered from that dread disease. Dr. Smith was instrumental in relieving the suffering and saved the lives of many during the journey. After a six months trip, which was full of hazards, the party reached what is now Portland, Oregon, on the 26th of October, 1852, the place being then a logging camp containing a hundred people.

General Stevens was engaged in surveying a road to the Sound and the Doctor concluded that was an outlook for the development of the country, so he decided to go on. Leaving his mother and sister at Portland he followed the road up the Cowlitz river, reached Olympia in safety and on shipboard proceeded down Puget Sound. He became enamored with the beauty of the scenery and resolved to make a home in this portion of the country. He took up a claim of one hundred and sixty acres on one of the bays which jut inland from the Sound, and the place naturally took his name, being called Smith's cove. To the south of his location there was a large bay beside which was a saw mill and a few log cabins. He became the physician of the little settlement, which is now the magnificent city of Seattle. He erected his first log hut in 1853. The next year he built an infirmary for his patients, which was a large log cabin. Surgeon as well as physician, ailing persons from all over the Sound were brought to him by Indian canoes. His friendly disposition and his charity won him a host of friends among the pioneers. In 1854 he set out the first grafted fruit orchard in Washington territory. Wherever the Doctor lived fruit and flowers grew as if by magic. But many years have passed away and it required the combined efforts of many enterprising citizens to make Seattle the beautiful city which today we find it.

Dr. Smith recalled many incidents of pioneer days when life was fraught with hardships. During the time of the Indian wars he had to leave his claim for a time after the White river massacre to convey his mother to a place of safety, by night, in a boat with muffled oars. To quote his own words: "Early the next morning I persuaded James Broad and Charley Williamson, a couple of harum-scarum, run-away sailors, to accompany me to my ranch in the cove, where we remained two weeks securing crops. We always kept our rifles near us while working in the fields, so as to be ready for emergencies, and brave as they seemed their faces several times blanched white as they sprang for their guns on hearing brush crack near them, usually caused by deer. One morning, on going to the fields, we found fresh moccasin tracks and judged from the differences in size that at least half a dozen savages had paid the field a visit during the night. As nothing had been disturbed we concluded that they were waiting in ambush for us and we accordingly retired to the side of the field farthest from the woods and began to work, keeping a sharp outlook the while. Soon we heard a crackling in the brush and a noise that sounded like the snapping of a flint-lock. We grabbed our rifles and rushed into the woods where we heard the noise, so as to have the trees for shelter. The crackling sound receded towards Salmon bay but fearing a surprise if we followed the sound of retreat, we concluded to reach the bay by way of a trail that led to it, but higher up; we reached the water just in time to see five redskins land in a canoe on the opposite side of the bay. After that I had hard work to keep the runaways until the crop was secured, and did so only by keeping one of them secreted in the nearest brush, constantly on guard.

"At night we barred the doors and slept in the attic, hauling the ladder up after us. Sometimes when the boys told blood-curdling stories until they became panicky by their own eloquence, we slept in the woods, but that was not often.

"In this way the crops were all saved, cellared, and stacked away, only to be destroyed afterwards by the common enemy. Twice the house was fired before it was finally consumed; each time I happened to arrive in time to extinguish the flames, the incendiaries evidently having taken to their heels as soon as the torch was applied."

Finally, owing to the raids and destroyed homes, it was necessary to organize volunteer companies for the defense of the white people. In Company D of the volunteers Dr. Smith enlisted for three months and he was commissioned surgeon by Governor Stevens. Subsequently he enlisted in Company A for six months and took part in the battle of Seattle. Their duty was to scour the country and guard the town while the families remained in safety within the stockade. In December, 1856, the Indians attacked the town, the fight lasting all day. The government ship, Decatur, had just entered the bay and took a part in the battle which saved the town. The ship shelled the Indians, who were filled with great consternation at the balls which shot twice. An Indian saw a ball from the ship fall, and thinking he had found a great prize, ran and picked it up. Just then it exploded and killed him and several others. Only two white men lost their lives in the struggle.

In 1862 Dr. Smith was happily married to Miss Mary A. Phelen, a native of Wisconsin, who by reason of her sunny nature and sweet, self-sacrificing disposition endeared herself to the pioneers, and to them were born seven daughters and

a son—all but two of them are living. Lulu M. became the wife of R. H. J. Pennefather. Luma E. married George Linder, Jr. Maude, who married C. H. Teaff, died in 1908. Ione H. married Christian F. Graff. Ralph Waldo was drowned in Alaska. May B. and Laurine live together in Seattle. Lillian I. married Alfred Hope.

In 1864, having developed his Smith cove property to a large extent, Dr. Smith acquired six hundred acres of tide flats near the mouth of Snohomish river—which became known as Smith island. He formed the idea of reclaiming the tide lands about him. He recalled that this had been done in Holland. He reclaimed seventy-five acres and at once cultivated it, and wrote articles for the papers explaining the details of the reclaiming process.

While on the island Dr. Smith built an annex to his house which he used as a hospital. He was the only physician for five counties and always traveled by Indian canoe to answer the call of his profession. After six years on the island Dr. Smith was appointed government physician for the Tulalip Indian reservation. He was also at this time the owner and manager of twelve logging camps, besides being the proprietor of the only general store. These facts go to show the wonderful energy of the Doctor.

In 1878 he returned to Seattle where his property grew in value. He became possessed of nearly one thousand acres of land at Smith cove, and sold a portion of this for seventy-five thousand dollars, retaining, however, fifty acres. Subsequently this became worth far more than the part which he sold. In 1889 he built the London Hotel at the foot of Pike street, extending a pier into deep water. In 1890 he built the Smith block, now known as the Crown building, at Second avenue and James street. After the Seattle fire he also erected a number of homes, which he rented. His real estate investments brought to him a handsome fortune owing to the increase in the value of property. For years Dr. Smith was the largest tax payer in King county. He was also the first superintendent of public schools in King county, serving for several years.

Dr. Smith was a republican from the organization of the party and had four times been elected to the lower house of the legislature, where he served with honor and credit, leaving the impress of his strong and upright nature upon the legislation enacted during that period. He never sought office, never asked for a vote, and never was defeated in an election, and while he was presiding officer in the council there never was an appeal from his rulings. His political record is almost without parallel and indicates not only his personal popularity, but the unqualified confidence reposed in his ability, loyalty and trustworthiness.

During the many years he lived in the northwest, Dr. Smith, of a philosophical turn, wove into verses and essays much of his musings. It is planned to publish this work. He had also written a number of poems and valuable reminiscent articles of the early times which have been published by the press, and are of much historical value and interest. One of these is a fine description of the Indian Chief, Seattle, for whom the town of Seattle was named, and which gives an account of one of the chief's oratorical efforts, of which the Doctor had taken notes.

Mrs. Smith died in 1880.

During the panic of 1903 the Doctor lost a fortune, but nothing daunted kept on working. When he was seventy-seven years old he cleared and planted over

ten lots in West Queen Anne addition to Seattle, and for years took the greatest interest and pride in his choice fruit trees and shrubbery.

During the month of April, 1915, the Doctor had a severe attack of la grippe, from the effects of which he did not recover, and on August 16th, surrounded by five of his devoted daughters, he passed away, his consciousness being retained almost to the last.

The measure of good Dr. Smith accomplished can never be estimated, but all who knew him acknowledge his worth, first as a loving and devoted father, next in his professional capacity and charity, and then as a citizen who contributed to the material upbuilding of city and state, and finally as a public official over whose record there falls no shadow of wrong nor suspicion of evil.

OLE SCHILLESTAD.

Ole Schillestad was for many years one of the well known undertakers of Seattle, in which city he took up his abode in pioneer times. He was a native of Bergen, Norway, and there acquired his education. In early life he learned and followed the cabinetmaker's trade and in early manhood he married Regina Petersen. On coming from his native country to the new world he settled in Chicago, where he resided for a number of years, but on the 3d of July, 1875, left that city and became a resident of Seattle. Here he entered the undertaking business in connection with a Mr. Coulter, who passed away a few years later. Mr. Schillestad then continued the business alone until 1888, when he retired from active life to enjoy his remaining days in well earned rest.

On the 27th of August, 1863, Mr. Schillestad was united in marriage to Miss Regina Petersen and to them were born four children: Frank William, who wedded Miss Lillian Draper; Alfred M., who married Lucy Brown; Sophie, the wife of H. L. Hanson; and William O., who died in Peotone, Illinois, in 1874.

As a pioneer settler Mr. Schillestad took an active interest in the early development of the city and has always maintained a deep interest in its later progress and improvement. He has at all times done all in his power to further the moral advancement of the community and is a loyal member of Trinity Methodist Episcopal church. His political allegiance is given to the republican party and fraternally he is identified with the Ancient Order of United Workmen, joining that organization in the year that the Columbia Lodge of Seattle was organized.

JAMES CAMPBELL.

James Campbell, a Seattle capitalist, who is regarded as one of the distinguished figures in business circles in the northwest, was born in Nova Scotia, October 25, 1853. His father, Captain John Campbell, now deceased was a native of Scotland and sailed as a captain of steamboats of the Cunard Coal Company for forty-nine years. This company ran tow boats, coast boats and wreckers. At the age of eighty-nine he passed away, while his wife died at the age of eighty-

eight years. In her maidenhood she was Mary Renton, a sister of Captain Renton, one of the old pioneers of this section of the country, mentioned elsewhere in this work.

James Campbell acquired his education in the common schools of Nova Scotia and entered the workaday world as an apprentice to the carpenter's trade. After thoroughly acquainting himself with the business he went to sea and then engaged in steamboating with his father, sailing as officer out of Montreal to St. John's, Newfoundland, after which he came to Puget Sound in the year 1879. For two years thereafter he worked as a millwright at Port Blakeley and in 1882 he operated a planer for five or six months, after which he again engaged as foreman millwright, continuing actively along that line for twelve years. He next became superintendent of the mills in which he had purchased an interest and remained with the business until it was sold. Some time before Captain and Mrs. Renton and a Mr. Holmes of San Francisco had entered into an agreement by which James Campbell and his brother, John A. Campbell, were to operate the mill as managers until ten years after Captain Renton's death. After the captain died in 1891, Mr. Campbell and his brother bought stock in the property, which they sold in 1903, the deal for which sale was principally conducted by James Campbell for the family interests, he having gone to San Francisco for that purpose and made what was considered a very advantageous sale. His business judgment is sound, his sagacity marked, his enterprise unfaltering, and his ready recognition and utilization of opportunity have been salient points in his successful career.

On the 17th of July, 1888, at Port Blakeley, Washington, Mr. Campbell married Miss Annie M. Swanberg, a daughter of Charles Swanberg, a pattern maker. Mr. Campbell is a republican in his political convictions, but is not an active party worker. He is a life member of the Elks Lodge, No. 92, of Seattle, also a life member in the Rainier Club and Seattle Athletic Club, and his name is on the membership rolls of the Earlington Golf Club and the Seattle Golf and Country Club, a fact that indicates much of the nature of his recreation and his interests outside of business. He is thoroughly progressive, a dynamic force in whatever he undertakes, and in the accomplishment of his purpose he readily recognizes the value of plans and forces that lead to success. He is now engaged in the timber, logging and mill business, near Seattle.

THOMAS E. JONES.

Thomas E. Jones, whose success in business during the period of his connection with Seattle has been uniform and who has carefully directed his interests so as to conserve time, labor and material and thus attain prosperity, is now engaged in contract work, including pile-driving and wharf constructing on a large scale, receiving contracts of this character from some of the most important business concerns of the city. He is a native son of the middle west, having been born in Fairbury, Livingston county, Illinois, August 2, 1856, his parents being Thomas A. and Minerva (Darnall) Jones.

Thomas E. Jones was the only son in a family of four children. He was reared in his native county, acquiring his early education in the public schools,

supplemented by a course in the State Normal School of Bloomington, Illinois. At the age of eighteen years he returned to his home at Fairbury, Illinois, where he conducted a flour and feed business, afterward extending the scope of his interests to include the sale of meats and groceries. He continued active along that line until he reached the age of twenty years, when he sold out and began working on his father's farm, which was an extensive property. He concentrated his activities upon that work until 1883, when his father disposed of his business interests in Illinois and the family removed to Seattle, traveling by rail to San Francisco, thence by steamer to Portland, Oregon, by train to Tacoma, and by boat to Seattle. During the first four years of his residence in Seattle Thomas E. Jones engaged in the ice trade, cutting ice in the winter on Lake Union. He afterward turned his attention to the business of pile-driving and has become one of the most prominent contractors in that line. He has done much important work for the Centennial Mill Company, the Stetson Post Mill Company and the Seattle Electric Company. He built the first Yesler wharf and after the fire of 1889 built the second Yesler wharf. As his financial resources have increased he has utilized his opportunities for judicious and profitable investment and is now the owner of large realty holdings in Seattle, including a large amount of tide lands.

On the 25th of December, 1876, Mr. Jones was married, in Fairbury, Illinois, to Miss Clare Vincent, who died April 18, 1914, leaving five children: Mrs. Lilla Hayes, a resident of Seattle; Mrs. Olive Austin, also living in this city; L. Dee, twenty-seven years of age, who acts as boom man for a logging company at Redondo, Washington; Carl H., twenty-three years of age, who is manager for the Republic Rubber Company at Tacoma; and Thomas C., aged twenty-one years, who works at the stamp mills in Alaska for the Alaska Gastineau Mining Company.

Mr. Jones belongs to the Nisqually Gun Club. He gives his political allegiance to the democratic party and has long been recognized as a prominent figure in its ranks. In 1888 he was elected to the city council for a two years' term and served as chairman of the street committee. For four years he was one of the fire commissioners of Seattle and he has been connected with other interests and activities which have a direct bearing upon the welfare and upbuilding of the city. His constantly expanding powers have taken him from humble business surroundings to the field of large enterprises and constantly broadening opportunities. In all of his business career he has displayed a clear understanding that readily solves complex problems and unites seemingly unfavorable and adverse interests into a harmonious whole.

BOREN FAMILY.

Carson Dobbins Boren was born in Nashville, Tennessee, December 12, 1824; died August 19, 1912, in Seattle.

Mary Kays was born in Indiana, November 6, 1831; died June 21, 1906, in Seattle. They were married in Illinois. Their children were:

Gertrude Levinia, born in Abingdon, Illinois, December 12, 1850; died

CARSON D. BOREN

June 3, 1912, in Seattle; William Richard, born in Seattle, October 4, 1853; died January 19, 1899, in Seattle; Mary, born in Seattle.

Grandchildren of Carson D. and Mary (Kays) Boren, were given as follows, all born in Seattle:

Amy Gertrude English, February 29, 1876; Walter E. Denny, June 21, 1877; Ozena D. Morehouse, October 18, 1879; George C. Denny, born August 20, 1884; died November 6, 1891, in Seattle; Rex E. Denny, born April 10, 1889; died in Seattle, June 24, 1913; Frank Denny, born August 20, 1884; Samuel T. Denny, born March 15, 1895; Rolland Boren, son of William R., born 1893 or '94.

JUDGE THOMAS H. CANN.

Judge Thomas H. Cann, who passed away October 25, 1915, was accorded high rank among his professional brethren of the state and the general public honored him for the ability which he displayed and for the distinguished position which he won. A native of St. Clair county, Illinois, he was born July 18, 1833, and is of Scotch-Irish descent. His ancestors were among the early settlers of Virginia and his grandfather, William Cann, served under General Washington throughout the struggle for American independence. He was one of the early pioneers of Kentucky and it was in Hart county, that state, that James Cann, father of the Judge, was born in 1793. Reared to manhood in that locality, he was there married to Nancy Miller, of pure Irish stock, who was also a native of that commonwealth, where her people were among the early pioneers. Mr. and Mrs. James Cann became the parents of nine children, six sons and three daughters, but the Judge is the only one now living. His brother, John B., died in January, 1905. Following their marriage Mr. and Mrs. James Cann removed to Indiana and were among the first settlers along the Wabash river, but about 1827 they left that state for St. Clair county, Illinois, taking up their abode where Belleville now stands. During the period of the Civil war their son, John B., enlisted for service in the Union army, joining the Sixteenth Army Corps, with which he served under General A. J. Smith and General Buell. During his connection with the troops at the front he was promoted from the ranks to a captaincy and at the battle of Shiloh he was wounded. A younger brother, Elias Cann, was also a volunteer of the Union army and lost his life in the battle of Wilson creek. The father of this family was called to his final rest at the age of fifty-six years, his death resulting from an accident.

Thomas H. Cann obtained his early education in a public school of his native locality, the little "temple of learning" being built of logs. In 1854, after reaching his twentieth year, he crossed the plains to California with ox teams, reaching his destination after a trip that consumed five and a half months. Following his arrival on the Pacific coast he mined at a place called Hangtown, now Placerville, and at Coloma, Shasta and Yreka, going from one mining camp to another. In 1861 he went to a new mining camp in the Nez Perce Indian country, which section was a part of Washington territory. The dis-

covery of gold was made at places called Oro Fino and Pierce City. This section of the country was set over to Idaho in 1863 at the time the territorial government was formed for Idaho.

Judge Cann said: "It will be remembered that this country was overrun by the rough element, many of whom had been driven out of California, and I desire to mention one occurrence in which the best citizens in that country took the law into their own hands and administered the most severe punishment known to the law. Travelers and packers were being robbed almost every day in the mountain passes. Three men named Dave English, Nels Scott and Billy Peoples, in the fall of 1862, had robbed a man known well as Judge Bailey (his first name I have forgotten) and many others on the mountain roads. They were endeavoring to make their escape out of the country but were captured at Walla Walla and taken back to Lewiston. On the arrival of the stage which was conveying them at the outskirts of the town the stage was stopped by an armed band of citizens and they were taken before a committee of citizens and received sentence and were hanged. The place of execution was a small shed near the steamboat landing, just at the forks of the Clearwater and Snake rivers and in front of the business center of Lewiston. The murderer of Lloyd Magruder and party was run down by Mr. Hill Beachy and was tried at Lewiston and hanged. These two hanging bees, following one after the other, gave the bandits in that country such a scare that they left for parts unknown and for a time there were no more stage robberies. The hanging of Scott English and Peoples by the citizens gave considerable nerve to the authorities and the execution of the Magruder murderer followed. The stage that conveyed these men from Walla Walla arrived at Lewiston late in the evening. I, with many others, went and saw the three men hanging to the rafters of the old shed, where they had hung for several hours. They were taken upon the hill and buried."

Mr. Cann was made a deputy sheriff of the new county called Shoshone and after a time was elected sheriff by the county commissioners. A year later, however, he resigned to enter the employ of Wells Fargo & Company, carrying their express from the mines to Lewiston, making the journey principally on horseback, but when the snow was very deep in the winter season he packed the express on his back, using snowshoes. While thus engaged the exposure during the winters was very severe, while the danger from road agents, as they were called, was imminent, so that this was a position which only a man of heroism could fill. After continuing in that capacity for a year Mr. Cann was then employed by the same company on the steamers running on the Snake and Columbia rivers. At that time the Pacific railroad had not been completed to California and all the gold and silver taken from the northern mines in Boise county came to the Columbia river. Millions of money were carried on the Columbia river in the course of about five years. Mr. Cann remained with the company until 1870, during which period he carried gold worth millions of dollars down the river. He received from the governor of Oregon the appointment of clerk of the board of state land commissioners and was appointed lieutenant colonel of the state militia by the governor, which position he filled for eight years. That covered the period in which General Canby of the United States army and the Rev. Thomas were massacred by the Modoc Indians and Superintendent A. B. Meacham of Indian affairs was wounded and left for

dead. The chief, Captain Jack, and his followers had decoyed the general to a place near their rendezvous in the vicinity of the cave where they were quartered for the purpose of talking peace. The Indians were afterward captured by General Jefferson C. Davis and the chief was hanged.

While filling the positions above alluded to Mr. Cann also read law and following his admission to the bar began the practice of his chosen profession at Salem, Oregon, where he remained for ten years, when he removed to Seattle. He won almost immediate distinction by reason of his well known ability, based upon a thorough grasp of legal principles and ability to readily see the relation of such principles to the cause at issue. When he took up his abode in Seattle the now thriving city was a hamlet. He immediately opened his office and continued to practice with increasing success for many years. He was then elected justice of the peace and after serving in that capacity for four years he again resumed the private practice of law. In 1898 he was once more called to public life, this time being elected to the office of justice of the peace, while shortly afterward he was appointed police judge, which position he filled until 1904, his decisions in that connection being strictly fair and impartial.

In 1864, in Portland, Oregon, Judge Cann married Miss Louisa A. Gephart, a native of Hamburg, Germany, and at the time of their removal to Seattle they had three children: Adeline, at home; Thomas H., who is a lawyer by profession and is now employed as master mariner by the Pacific Coast Steamship Company on steamers sailing out of Seattle; and Louisa, who is a successful journalist.

Mr. Cann had the honor of being one of the oldest Masons on the Pacific coast, having been made a Master Mason at The Dalles, Oregon, in 1863, while in the same year he received the Royal Arch degrees. He was a charter member at Portland, Oregon, of the first Scottish Rite body that met in the west and he received all the degrees in Scottish Rite Masonry up to and including the thirty-second. In 1877 he became a member of the Ancient Order of United Workmen at Salem, Oregon, and was a charter member of the second body of that fraternity organized in the state. He served as a member of its committee on laws in the Grand Lodge of Washington, having continued in that position for a number of years. From the organization of the republican party he was an ardent supporter of its principles, his first presidential vote being cast for John C. Fremont in 1856.

Judge Cann was reared in a Methodist family and adhered to that faith, although he became a member of the Episcopal church, to which his wife and daughter belong. The Judge was a member of the Pioneer Society of Washington, as is his wife, and he served as its president from June, 1906, until June, 1907. He also held the office of code commissioner for the territory of Washington under Governor Eugene Semple, and he was ever ready to assist in any movement which had for its object the improvement and upbuilding of the city of his choice. During the sixty-one years that he spent on the Pacific coast, he witnessed the wonderful growth of this great west. Five states were organized and developed and many great cities sprang up.

Judge Cann remained in active practice until his death on the 25th of October, 1915. Judge W. H. White, a leading member of the bar, in speaking of Judge Cann, said: "I consider him one of the most active, thorough and successful

members of the profession. During his term of service on the bench here he made himself a terror to the evildoers, and did much to improve the moral tone of the community. He had to a remarkable degree that rare ability for detecting truth from falsehood, for unearthing fraud and hypocrisy, which is so necessary in a committing magistrate. In his practice he has received a large clientage, and is intrusted with many important interests. He has the unbounded confidence of his clients and is, I believe, in the enjoyment of as remunerative a practice as any lawyer in Seattle."

CAPTAIN THOMAS H. CANN.

Captain Thomas H. Cann, of Seattle, has been a lifelong resident of the northwest and has ever been deeply interested in its development. He was born at The Dalles, Oregon, July 6, 1867, a son of Judge Thomas H. and Louisa A. Cann. Liberal educational advantages were accorded him. He attended the University of Washington from 1881 until 1886. He was admitted to the bar and entered upon the practice of law, which he followed for a time. He then returned to the sea, having previously been connected with navigation interests ere preparing for a professional career. His initial step in business, however, was made as printer's devil in the office of the Intelligencer before that paper was consolidated with the Post, the office being in a basement at the foot of Cherry street. During his next vacation—for he was still attending school then during the regular session—Captain Cann worked for O. F. Casper at First and Yesler streets, then Mills street, and in 1886 he entered the employ of Wells Fargo & Company in their express office, occupying a clerical position. In the latter part of that year he became freight clerk with the Oregon Railroad & Navigation Company on the steamer Idaho and after five months was made purser, since which time he has followed the sea, save in 1893, when he spent the year ashore in the practice of law with his father. About 1885 he was also bailiff of the district court under Judge Green. He loves the sea, however, and on it finds congenial occupation. In 1889 he went to Alaska for the Pacific Coast Steamship Company immediately following the big fire in Seattle, and has been sailing to Alaska at intervals continuously since and the remainder of the time has sailed out of San Francisco. In May, 1903, he was made captain and has commanded twenty different steamships since that time, sixteen of which have been owned by the Pacific Coast Steamship Company. In March, 1915, he took the steamship Mantora from Seattle to San Francisco and thence to New York city by way of the Panama canal, making the trip in thirty days from the Golden state to New York. In 1897 he was quartermaster on the steamship Queen and took the first passengers to Skagway bound for the Klondike. In 1906 he was sent by the Pacific Coast Steamship Company to pilot the flagship Chicago, and the Pacific squadron to Alaska by way of the inside passage, on which occasion Admiral Goodrich and Captain E. K. Moore were in command. The Chicago is the largest naval ship that has ever made the trip to Alaska by way of the inside passage. Another notable trip made by Captain Cann was in 1907, when he took the gunboat Yorktown through to Sitka and

return by way of the regular mail route, this being the only government ship of any size that has ever made the trip.

On the 15th of February, 1893, in Trinity church, Seattle, Captain Cann was married to Miss Edna True, a daughter of John G. and Emma True. Her father is a jeweler who came to Seattle from Illinois the year prior to the fire.

Captain Cann has an interesting military chapter in his life record, for he helped to organize the first company known as the Seattle Rifles and afterward called Company B. Later he left that command to form the famous Company D, in which he worked up to the rank of sergeant. He was with the militia at the time of the Chinese riots and later the company was sent to Port Blakeley to settle trouble there. The first encampment of the command was held back of Olympia. Captain Cann joined the Masons in 1888, becoming a member of Eureka Lodge, No. 20, at Seattle. He belongs to the Transportation Club and to the Masters Association, and he is regarded as one of the leading figures in marine circles in the northwest.

GEORGE M. HORTON, M. D.

There are various well known citizens of Seattle who accord to Dr. George M. Horton the place of preeminence in his profession in this city. While he modestly disclaims such distinction, there are none who gainsay the fact that he stands among the foremost representatives of the profession in the northwest and enjoys the largest practice in his city. He has spent the greater part of his life here, being only five years of age when his parents removed to Seattle. He is a son of Julius Horton, now deceased, and a nephew of Dexter Horton, also deceased, who was one of the most progressive bankers and builders of the city. Julius Horton was born in New York, and after arriving at man's estate married Miss Annie E. Bigelow, a native of Washington. They became the parents of four children, three of whom are yet living. At one time Julius Horton served as assessor of King county. Both he and his wife were well known and highly esteemed among the early residents of the state, having settled here during the pioneer epoch of territorial days.

George M. Horton was born at Shabbona Grove, De Kalb county, Illinois, March 17, 1865, and was only five years of age when brought by his parents to the west, since which time he has been continuously a resident of Seattle. His literary education was begun in the public schools here and after he completed the high-school course he entered the territorial university. Still later he began preparation for professional duties as a student in Bellevue Hospital Medical College of New York city, from which institution he was graduated with the class of 1890. Returning at once to Seattle, he here entered upon the active practice of his profession, for which he had received excellent training in one of the best schools of the land. He formed a partnership with Dr. J. S. M. Smart, who had been his preceptor before he entered college, but the death of Dr. Smart occurred a little later and Dr. Horton has since been alone, gradually acquiring an extensive and important practice among Seattle's best citizens. As a physician and surgeon he ranks among the most skilled in the

northwest and is constantly broadening his knowledge and promoting his efficiency as a practitioner by wide reading, investigation and experiment. For four years he served as coroner of King county but aside from that he has never sought nor desired political preferment. Fraternally he is a member of St. John's Lodge, No. 9, A. F. & A. M., of Seattle, has attained the thirty-second degree in the Scottish Rite, the Knights Templar degree in the York Rite and is a member of Nile Temple of the Mystic Shrine at Seattle. He likewise holds membership with the Odd Fellows, the United Workmen, the Knights of Pythias and the Woodmen of the World. Along strictly professional lines he is connected with the King County Medical Society, which has honored him with election to the presidency, the Washington State Medical Society, the American Medical Association and is a fellow of the American College of Surgeons.

In 1891 Dr. Horton married Miss Ethel G. Benson, a daughter of H. A. Benson, of Portland, Oregon, and they have two sons and a daughter, George M., Kenneth and Gertrude. Dr. and Mrs. Horton enjoy a very enviable position in the social circles of the city and he is a member of all of the leading clubs. While his interests have largely been concentrated upon his professional duties, his interest along other lines is sufficient to maintain an even balance in his character and in his activities. He is a strong and resourceful man, ready to meet any emergency with a consciousness that comes from the right conception of things and a true regard for the privileges of others.

GEORGE W. TIBBETTS.

George W. Tibbetts, filling the position of assistant city plumbing inspector, was born at Boothbay, Maine, June 24, 1875, and is a descendant of the well known Adams and Tibbetts families of New England, his parents being Thomas Jefferson and Carrie C. (Harris) Tibbetts. The father, also a native of Boothbay, was educated there and later became connected with the fishing industry until 1868, when he turned his attention to farming, following that occupation until his death.

George W. Tibbetts pursued a public school education to the age of sixteen years, when he began learning the plumber's trade in Boston, Massachusetts. He followed that pursuit until 1898 and then entered the United States army for service in the Spanish-American war. He was on active duty in Cuba, serving as corporal of Company M, Eighth Massachusetts Volunteer Infantry, for a year. He had previously been for three years a member of the state militia, so that military training qualified him for active duty at the front. In 1900 he first visited Seattle and sailed from this city to Alaska, where he engaged in prospecting for six months. He then returned to Seattle and for four years was employed as a journeyman by different plumbers of the city, but it was his desire to engage in business on his own account and to this end he carefully saved his earnings until he was able to establish a business which he styled the University Plumbing Company. He operated under that name until April, 1914, when he sold out and accepted the position of assistant city plumbing

inspector, in which capacity he still continues, being one of the efficient and faithful representatives of the people in public office.

Mr. Tibbetts was married in Somerville, Massachusetts, June 24, 1903, to Miss Bessie M. Junkins, and they have three sons, Wendall Adams, Earl Junkins and Wilbur Harris, aged respectively eleven, nine and seven years and all attending school.

Mr. Tibbetts holds membership with the United Spanish War Veterans and is a prominent figure in Odd Fellow and Encampment circles, being a past grand of his lodge and past grand deputy. He is loyal to the purposes and spirit of the order, which recognizes the brotherhood of mankind.

CLARENCE W. IDE.

Clarence W. Ide, superintendent of the courthouse of King county, has held various public positions in which he has ever proven himself a faithful official, loyal to the best interests intrusted to his care. He was born in Buffalo county, Wisconsin, September 10, 1860, a son of Chester D. Ide, who was born in Vermont, October 18, 1830. In the year 1856 he removed to Wisconsin, where he resided until May, 1878, when he brought his entire family to Washington, making the trip by wagon train over the old Union Pacific trail to Ogden, thence by way of Boise and Walla Walla to Spokane. In the family were three sons, Clarence W., G. L. and Ernest W., but the last named passed away May 2, 1903. The wife and mother was called to her final rest on the 10th of March, 1903, but Mr. Ide is still living, hale and hearty at the age of eighty-five years. The younger of the living sons, G. L. Ide, was born August 27, 1870, and was brought by his parents to Washington in 1878. His education was largely acquired in the common schools of Spokane and in 1897 he was appointed deputy United States marshal, in which position he continued until he was made cashier of the Puget Sound customs district in 1903, since which time he has occupied that position. He was married in 1896 to Miss Edith Hull, of Spokane, and they have two children, Wilson G. and Helen. With the removal of the customs headquarters from Port Townsend to Seattle, Mr. Ide brought his family to this city, where he still resides.

The elder son, Clarence W. Ide, acquired his education in the public schools of his native town, being eighteen years of age when he accompanied his parents across the plains to the northwest. He first resided at Dayton, Washington, but after a year removed to Spokane with his father, who took up a claim in Spokane county. The next two or three years were spent upon a farm and in 1881 he began work in the engineering department of the Northern Pacific Railroad, which was then being constructed across the continent to Puget Sound. Although he had received no technical training in that line, experience brought him knowledge of surveying and he remained with the Northern Pacific in that capacity in Montana, Idaho and Washington for about five years, being first engaged on the line of construction and later in town site work. He afterward became interested in real estate and in 1888 was elected county surveyor of Spokane county, but in a short time resigned that position to accept an

appointment from President Harrison to the position of examiner of surveys in the interior department. Two years later he was elected to the state senate from Spokane county on the republican ticket and was a member of the upper house for four years, during which time he carefully considered all vital questions which came up for settlement and used his influence in behalf of public improvement and progress.

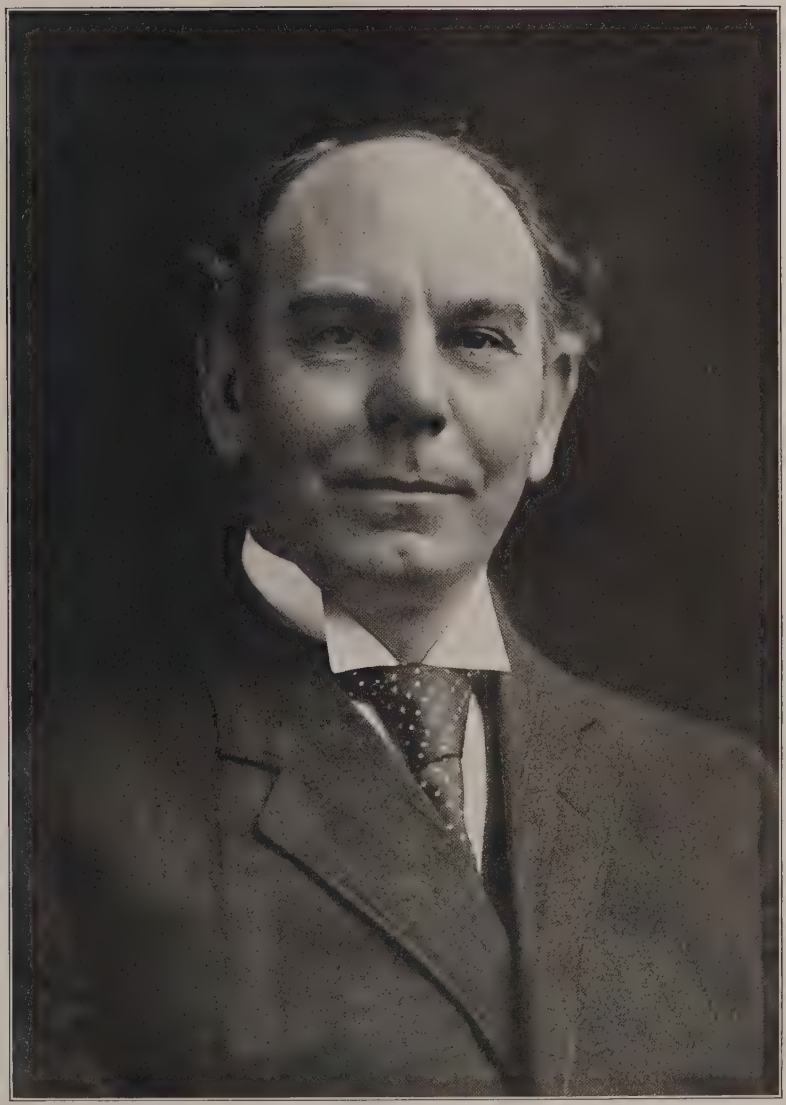
In July, 1897, Mr. Ide was appointed United States marshal of the district of Washington by President McKinley and while occupying that position made his headquarters at Tacoma, where he established his home. He continued in the office until March, 1902, when he was appointed collector of customs for the Puget Sound district by President Roosevelt. His confirmation was held up by Senator Foster on several frivolous charges which were finally withdrawn and he was confirmed by the United States senate in June, 1902. During the four years which he occupied the position of collector he resided at Port Townsend but June, 1906, returned to Seattle and engaged in the contracting business. His first work in that line was the construction of the Green Lake reservoir and in November, 1913, he was appointed superintendent of construction of the Cedar River masonry dam, in which connection he served until the dam was completed in June, 1915. On the 1st of December of the same year he was appointed superintendent of the King county courthouse, which position he now fills.

In February, 1896, Mr. Ide was married to Miss Dora M. McKay, of Michigan, by whom he has six children, namely: Irma, Margaret, Elizabeth, Dorothy, Jean and Edna. The family is well known in Seattle, where they have many friends, and Mr. Ide also has a wide acquaintance throughout the northern part of the state, his activities having brought him into prominent connection with affairs of public importance.

WILLIAM PITT TRIMBLE.

William Pitt Trimble is one for whom opportunity has spelled success. With notable prescience he foresaw something of what the future had in store for Seattle and with his arrival in the city became an investor and a promoter of public interests, his activities resulting beneficially for the city as well as proving a source of individual prosperity. Seattle's history records his activities along lines which have had to do with public progress and improvement. He was one of the pioneer citizens here. Seattle, like many of the cities of the northwest, began as a logging camp and developed with the growth of the lumber industry. It had progressed little beyond that point when William P. Trimble cast in his lot with its citizens and had taken on none of the metropolitan proportions and conditions of the present. Mr. Trimble recognized that the geographical situation argued much for the town and believed that the future must bring growth, progress and development. Accordingly he invested in properties which with the settlement and growth of the city have developed into some of the most valuable real estate of Seattle, bringing to the owner a handsome annual income.

Mr. Trimble, however, is a lawyer. It is the profession for which he studied



WILLIAM P. TRIMBLE

and qualified and with which he was actively identified in Seattle for a number of years. He is a native of Cynthiana, Kentucky, born February 2, 1865. His parents, William Wallace and Mary (Barlow) Trimble, were also natives of the same state, the former born in Cynthiana and the latter in Scott county, Kentucky, where they were married. The father became an attorney at law and in course of time was elected circuit judge, being recognized as one of the able members of the bar in his district. He also served with the rank of colonel in the Union army during the Civil war. Both he and his wife have now passed away. The ancestral history of the family is one which bears many distinguished names and the record is one of which Mr. Trimble has every reason to be proud. The Trimbles came from the lowlands of Scotland. One of the family, at which time the name was Trumbull, went to the north of Ireland under Cromwell and many of his descendants are still living there. Representatives of the family came to America in 1733 and one of the name held the office of crown surveyor, a position which carried with it some of the powers of a notary and magistrate. He filled that position under commission from the king. He located in Augusta county, Virginia, and was the progenitor of the family in the new world. Many of the name of Trimble participated in the Revolutionary war, including William Trimble, the great-grandfather of William Pitt Trimble, who after rendering military service in defense of America, brought back his soldier's warrant and went to Kentucky in 1781, becoming one of the pioneers of that state. He penetrated into the "dark and bloody ground" and there encountered the hardships, privations and difficulties which always confront the early frontier settler. Many distinguished names are found upon the family records, including that of Robert Trimble, a great-uncle of William Pitt Trimble, who served on the bench of the United States supreme court. Thus the line is traced down to William Wallace and Mary (Barlow) Trimble.

Their son, William P. Trimble, pursued his early education in the public schools of Covington, Kentucky, and afterward attended the Woodward high school of Cincinnati, Ohio. Later he went to Paris, France, where he became a student in the Ecole Alsatienne, a preparatory school, which he attended for about three years. Returning to America, he spent two years as a student in the University of Cincinnati, pursuing a general course, after which he entered upon the study of law in the same institution and was there graduated with the class of 1887. He practiced for a brief time but in 1888 again went to Europe and traveled in that country and in America until 1893. The following year he arrived in Seattle, opened a law office and ability soon brought him to the front as a representative of the profession. Extending his connections along business lines, he became a trustee of the Arctic Construction Company, of which he has also been the president, and he is now a trustee of the Washington Security Company and is financially interested in other business enterprises of importance but has practically retired from active business management. He has important realty interests, including valuable city property, and he is also the owner of Blake island, on which he has his summer home.

Moreover, he has become a recognized political leader, giving stalwart allegiance to the republican party. He has been a candidate for the offices of mayor and state senator and during the year 1904 was elected one of the body of charter commissioners to draft and submit to the people of Seattle a new

city charter. He was presidential elector when William Howard Taft was elected and he was appointed by the governor as the official messenger to carry the electoral vote of the state of Washington to Washington, D. C. He has studied closely the important questions and issues of the day, those affecting national existence as well as the municipal welfare, and to converse with him upon any of these questions is to gain information that is not superficial in character, for he has delved to the depths of many important problems.

On the 15th of November, 1897, Mr. Trimble was united in marriage to Miss Cannie Ford, a daughter of Frank Ford, an attorney of Covington, Kentucky, and also president of the largest wholesale establishment in Cincinnati. Both of her parents are now deceased. To Mr. and Mrs. Trimble have been born five children, Ford, Mary Barlow, William Pitt, Augusta and Webb.

The family are communicants of St. Mark's Episcopal church and Mr. Trimble is also prominent in club circles, holding membership with the University, Rainier, Arctic, Seattle Athletic and Seattle Golf and Country Clubs. He also belongs to the Archaeological Society and the Aviation Club and was president of the local organization of the Navy League, of which he is still a member. His wife holds membership with the Colonial Dames of Virginia and his children are connected with the Sons and Daughters of the American Revolution. Such in brief is the history of William Pitt Trimble, a man whose service to Seattle can scarcely be overestimated. The pioneer spirit which led his ancestor to leave Scotland and penetrate into the vast wilderness of the new world has been manifest down through the family in succeeding generations. William P. Trimble is the eldest son of the eldest son in all the succeeding generations and the spirit of his ancestry was manifest in his removal to the northwest, when he became identified with Seattle's interests in the period of early progress and development. He was among those who instituted a new era of rapid growth and progress leading to the present advancement and prosperous condition of the city, his work being of lasting and permanent benefit. He is now reaping the reward of his labors, having become one of the substantial residents of the city, and is living retired in the enjoyment of the fruits of his former activity. There have come to him most of those things which men covet as of value—wealth, political prominence and position—and in gaining these he has never lost a recognition of the true values of life and its opportunities.

JUDGE JEREMIAH NETERER.

Judge Jeremiah Neterer, of the United States district court at Seattle, ranks high among those who have established the fame of Washington's judiciary. His record is an indication of the fact that when in the battle of life the city boy crosses swords with the country lad the odds are against him. The early rising, the daily tasks, the economical habits of the country boy prepare him for the struggle that must precede ascendancy. The early training of Judge Neterer was that of the farm and the habits of industry and close application which he early developed have constituted the foundation upon which he has builded the superstructure of his present professional prominence.

He was born upon a farm near Goshen, Indiana, where his father and mother, aged respectively eighty-five and eighty-three years, still reside. Theirs is an old American family of Swiss descent. In 1885 Judge Neterer received the degree of Bachelor of Laws from what is now Valparaiso University at Valparaiso, Indiana, and in January, 1890, he arrived in Washington, settling at the present site of Bellingham, then Whatcom, in September of the same year. Throughout the interim he has been continuously engaged in the practice of law save for the eight years of his service on the superior court bench, and his professional career has been one of honor and distinction, for his ability has brought him prominently to the front. He was city attorney of the consolidated cities of Whatcom and New Whatcom, now a part of the city of Bellingham, in 1893, and was chairman of the board of trustees of the State Normal School at Bellingham from 1898 until 1901, resigning that position when taking his seat upon the superior court bench.

In March, 1901, he accepted from Governor Rogers his appointment to the position of judge of the superior court and at the ensuing election two years later the Whatcom county bar unanimously passed a resolution requesting permission to use his name as a candidate for election and appointed a committee to wait upon the various political conventions. His candidacy was indorsed by the prohibition, the labor and republican parties and he was nominated also by the democratic party and elected without opposition, which procedure was also followed at the next election. At the close of that term he declined to remain longer upon the bench, where he had served with distinction and ability, his record being characterized by the highest sense of judicial honor and by a masterful grasp of every problem presented for solution. In May, 1913, he was appointed by Governor Lister a member of the board of trustees of the State Normal School at Bellingham and was thereafter elected chairman of the board, resigning that position upon being appointed United States district judge on the 2d of July, 1913. He qualified and entered upon the discharge of the duties of the office on the 30th of July and has since occupied the bench, in which connection his course has been in harmony with his previous notable record. One of the things of which he is justly proud and which has perhaps caused him keener pleasure than any other act of his public life was the part which he took in conducting the Whatcom county juvenile court. He organized that court immediately after the passage of the juvenile court law and all acknowledge the fact that it has done most excellent service. Each Saturday he set apart for the purpose of holding conferences with the boys and their parents and after he left the bench he continued to set Saturday apart from his private practice for the purpose of discussing the problems that arise in the average boy's life. A number of boys and mothers attended those conferences and the results were far-reaching and beneficial.

In 1887 Judge Neterer was united in marriage to Miss Sarah E. Becker, a daughter of J. A. and Elizabeth Becker, of Berrien Center, Michigan. She was born near Harrisburg, Pennsylvania, and belongs to an old American family of German lineage. Their eldest son, Samuel J., is a graduate of Whitman College and Columbia University and is now principal of the high school at Freewater, Oregon. Their eldest daughter, Elizabeth, is a graduate of Whitman College, and their youngest, Inez, is a senior in Mills College in California.

Their youngest son, Jeremiah Alden, is attending the Broadway high school in Seattle.

Judge Neterer, while a democrat in politics, has always held that the judiciary and the schools should be non-partisan and he was twice elected to the superior court bench on that basis in a strong republican county without opposition. He served as chairman of the democratic state convention in Ellensburg during what is referred to as "the great three-ring circus," indicating the three-sided contest. Judge Neterer was grand master of the grand lodge of the Free and Accepted Masons of Washington for the years 1910-1911 and he stands as a prominent exponent of Masonry in its recognition of the brotherhood of mankind. He is also a member of the Rainier Club, the College Club and the Seattle Commercial Club. He is a member of Plymouth Congregational church and was president of the Young Men's Christian Association at Bellingham from 1907 until 1913, but resigned upon assuming the duties of his present position. He has realty interests in Whatcom county and business property in Bellingham. All other business, social and political interests, however, have been made subservient to his profession and he stands as a worthy exponent of that calling to which life, property, right and liberty must look for protection. His decisions indicate strong mentality, careful analysis, a thorough knowledge of the law and an unbiased judgment, and the success which he has made in the discharge of his multitudinous delicate duties shows him to be a man of well rounded character, finely balanced mind and splendid intellectual attainments. Without that quality which leads the individual to regard everyone as a valued friend, he nevertheless has the keenest desire for the welfare and happiness of others, and, putting forth his efforts for good where assistance is most needed, he has made his life count as a factor in the uplift of his fellowmen.

EDWARD LANDER TERRY.

BY S. L. CRAWFORD.

The progenitor of the subject of our sketch, Charles C. Terry, was a member of the little band of pioneers which landed at Alki Point in 1851 and afterwards moved over to Seattle, becoming its first settlers. He was the first merchant and built the first bake oven to supply the settlers with bread and pastries. By purchase, he became one of the large landholders of the place and afterward joined with Arthur A. Denny in giving to the university the ten acre plot of ground in the heart of the city.

Edward Lander Terry, elder son of Charles C. and Mary Jane (Russell) Terry, was born in a little frame house at the corner of Second and James streets on the 18th day of May, 1862, and named for Judge Edward Lander, a lifelong friend of his father. He attended the schools here, including the Territorial University, the Hungerford Collegiate Institute in Adams, New York, in 1876, and finished at the California Military Academy.

He then devoted himself to looking after his personal and real estate interests and improving the properties which his father had left him, until at the time of the great fire in 1889 his rentals amounted to seven hundred and fifty dollars a month. This holocaust wiped out his entire income, and in borrowing money

to recoup himself, he became involved to such an extent that he lost his entire fortune. Finding everything gone, he accepted a job in the freight department of the Northern Pacific Railway and enjoyed himself pushing a loaded truck about the warehouse for several months at a salary of sixty dollars a month.

News of the discovery of gold on the Klondike having reached Seattle, Mr. Terry, with money he had been able to save from his hard work, outfitted himself and in the spring of 1897, on the steamship Willamette, set out for the north in an effort to recoup his lost fortune. Try as hard as he might, the fickle dame refused to smile upon him or to crown his efforts with success, so in 1902 he returned to his first love, Seattle, and entered the real estate business with quite a degree of success. In 1904, Fred S. Stimson induced him to go to Yakutat, Alaska, and become storekeeper and cashier in an extensive cannery, sawmill, fish railroad, general merchandise store, etc., which Mr. Stimson had established there. Mr. Terry remained for two years, giving the utmost satisfaction to his employer.

Between times, Mr. Terry, having the confidence of business people, had occupied positions of trust in the banks of the city, being for a number of years paying teller of the old Puget Sound National under the late Jacob Furth, whom he always greatly admired.

Since 1910 he has occupied the position of city treasurer, his repeated reelections standing in evidence of his integrity and fidelity in the discharge of his duties. Thoroughness, accuracy and scrupulous honesty characterized his efforts in these different relations and won him promotion from time to time. He proved equally faithful in the discharge of his public duties and indorsement of his second, third and fourth terms came to him in reelection, so that he is still an incumbent of the office, having been elected by a vote of nearly five to one.

In his political views Mr. Terry is a republican and keeps well informed on the questions and issues of the day. He belongs to the Benevolent Protective Order of Elks and in Masonry has attained high rank, being now a Knight Templar and a member of the Mystic Shrine.

It is a matter of sincere regret to the writer that no data were supplied giving the dates of weddings, births and deaths in the family of C. C. Terry and wife.

Charles Carroll Terry and Mary Jane Russell were married in Seattle soon after the close of the Indian war.

Their children were: Nellie M., married to John G. Scurry; Betsey Jane, married to Howard H. Lewis; Edward Lander, married to Jane Furth; Mary C., married to George B. Kittinger; Charles Tilton.

To Mr. and Mrs. Scurry were born the following: Matthew Edward Scurry, who married Rebecca Brace, and their children are John Brace, Rebecca and Elizabeth Scurry.

Charles Terry Scurry married Harriett Allen, and their children are Harriett Virginia and Charles Allen Scurry.

Martha Virginia Scurry married Walter W. Council, and their children are Nancy and Mary Lee Council.

Betsey Scurry married Abraham Van Vechten, and their children are Betsey Schuyler, Emilie and Virginia Van Vechten.

To Mr. and Mrs. Lewis were born the following:

Howard T., Lewis married Anne Dabney, and they have one daughter, Betty Jane.

Mary Besse Lewis married Oliver H. P. La Farge, who have two children, Margaret and John F. La Farge.

Edward C. and J. Reynolds, and Phoebe, deceased.

Edward Lander Terry married Jane Furth, who have two children, Anna Furth Terry, married to W. S. Peachy, and Dorothy Terry.

Mary C. Terry married George B. Kittinger, who have four children, Marjorie, Katherine, Mary C. and Leonard T. Kittinger.

Charles Tilton Terry is unmarried.

NELSON CHILBERG.

Nelson Chilberg, formerly a grocery proprietor of Seattle, where he has lived since 1872, and the holder of important realty interests, in which connection he has platted and developed valuable and important additions to the city, was born in Sweden, September 23, 1840, and is a brother of Andrew Chilberg, president of the Scandinavian-American Bank of Seattle, and a son of Charles John and Hannah (Johnson) Chilberg, who brought their family to the new world in 1846. They took passage on a westward bound sailing vessel, which, after eleven weeks, reached the American coast. Journeying into the interior of the country, they took up their abode upon a farm due west of Ottumwa, Iowa, where the father both preempted and homesteaded lands and there successfully engaged in tilling the soil for many years. The four children who came with their parents to the new world were James P., Nelson, Isaac and Andrew, and after coming to the United States four other children were born: Benjamin A., Joseph, Charles F. and John H., but Charles F. died at the age of thirty-one years. The mother passed away July 3, 1902, and the father died when he was ninety-two years of age. They lived to celebrate their golden wedding and also their sixty-fifth wedding anniversary and had lived together sixty-nine years when the wife died. In 1870 he became a resident of Seattle, and his wife joined him one year later. They homesteaded land near La Conner and there both died.

Nelson Chilberg was a youth of about six years at the time of the emigration of the family to the new world, after which he lived upon a farm in Iowa until 1872, when he sought the opportunities of the growing northwest, making his way to Seattle, then a small town of comparatively little importance or promise. Here he engaged in the grocery business, enjoying an increasing trade with the development of the city. Following the fire of 1889 he entered the real estate business, in which he was engaged until 1911, when he retired, having one of the leading and well patronized establishments of this kind in Seattle. His business was always carefully directed along the lines of industry, enterprise, reliability and progressiveness, and as success has attended his efforts he has made investments in property, becoming the owner of large realty holdings. In this connection he has platted and laid out the Chilberg addition to West Seattle, the Northern Pacific addition to South Seattle and the McElroy addi-

tion to Ballard. His operations along this line have been extensive and important and his sound judgment, keen sagacity and enterprise have featured largely in his growing prosperity.

On the 2d of April, 1866, Mr. Chilberg was married in Jefferson county, Iowa, to Miss Matilda Shanstrom, a daughter of J. P. Shanstrom, who was of Swedish birth and came to America in 1852. The living children of this marriage are John Edward, a resident of Seattle, and Mabel, residing at home. Alice Rose Anna died at the age of three years.

Mr. Chilberg formerly attended the Plymouth and new attends the Pilgrim Congregational church. In politics he is a democrat but not an active party worker, and fraternally he is connected with the Ancient Order of United Workmen. For forty-four years he has been a resident of the northwest. Comparatively few of Seattle's residents can claim connection with the city back to 1872 or have more intimate knowledge of its growth and development. He has witnessed its transformation from a western frontier town of little commercial or industrial importance to one of the great metropolitan trade centers of the Pacific coast, and has kept in touch with its development and at all times the spirit of progress and cooperation has actuated him.

EDWARD WELDON YOUNG, M. D.

Dr. Edward Weldon Young, physician and surgeon of Seattle, is accorded prominence as a representative of the medical profession of the state and is also a recognized leader in other walks of life. He was born in Minnesota, July 5, 1869, a son of Dr. Thomas Miles and Marion (Holmes) Young, the former a descendant of General James Young, an officer of the Revolutionary war. The last named married a Miss Cooper and they were parents of William Young, who wedded Margaret Buchanan. Among their children was Robert Buchanan Young, who married Rebecca Miles, and they became the grandparents of Dr. Edward Weldon Young of this review.

Dr. Young followed in the professional footsteps of his father. He attended the grammar and high schools of Minneapolis and afterward became a student in the State University, pursuing a course in the medical department, from which he was graduated with the class of 1889. He has applied himself untiringly to his profession and has advanced steadily as the result of his close application, wide study and thorough research. That he occupies a prominent position is indicated in the fact that he was honored by election to the presidency of the Washington State Board of Medical Examiners and of the Washington State Homeopathic Medical Society. He is a member of the American Institute of Homeopathy and the American Medical Association, an honorary member of the California State Homeopathic Medical Society and of the Oregon State Homeopathic Medical Society and an ex-president of the Washington State Homeopathic Medical Society. Outside the ranks of his profession he has been accorded high honors, as he is a past surgeon general of the Sons of Veterans, U. S. A., and ex-president of the Washington State Society of the Sons of the American Revolution. The scientific trend of his mind is further

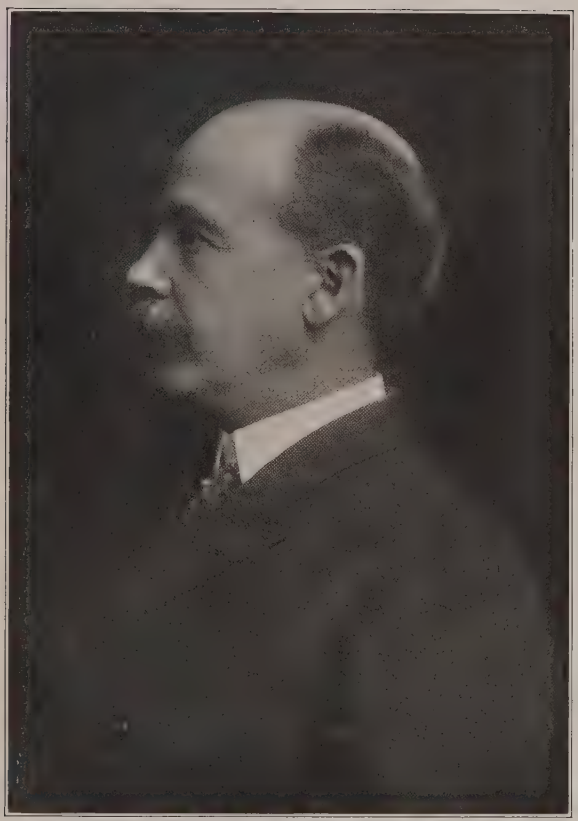
indicated in the fact that he holds membership in the National Geographic Society. His military experience came to him through several years' connection with the Minnesota Militia and he is now a member of the Loyal Legion.

On the 14th of April, 1904, Dr. Young was married in San Francisco, California, to Miss Hazel Maydwell, a daughter of Charles Allen and Alice Mary (Hill) Maydwell. Their children are Elsbeth and Janet. The religious faith of the family is that of the Presbyterian church and the political belief of Dr. Young is indicated in his adherence to the republican party. Along fraternal and social lines he is connected with the Masons as a Knight Templar, as a thirty-second degree Scottish Rite Mason and as a noble of the Mystic Shrine, of which he is a past potentate, and as a knight of the Red Cross of Constantine. He is also a past grand chancellor of the Knights of Pythias and in club circles he is well known through connection with the Rainier, Seattle Golf and Country, Arctic, Athletic, Firloch and the University Clubs. He is also a member of the Chamber of Commerce and is a cooperant factor in all its well defined plans for the improvement of the city along the lines of material development and civic pride. In a review of his life one must ultimately reach the conclusion that Dr. Young is a natural leader of men and a molder of public thought and action, for he has again and again been called to office in connection with the various organizations, professional, patriotic, fraternal and social, with which he is identified. That he has ably filled these his fellow members bear testimony and everywhere he is spoken of in terms of the highest regard.

ROBERT R. SPENCER.

Robert R. Spencer was born at Worthington, Ohio, August 19, 1854. His father, Oliver M. Spencer, a native of the same state, was prominently connected with educational work, first in Ohio and afterwards at Iowa City, Iowa, where he was the first president of the State University of Iowa. Later he served for twelve years as United States consul at Genoa, Italy. He was then transferred to Melbourne, Australia, where he served for several years as United States consul general.

Robert R. Spencer passed his boyhood from the age of eleven to the age of seventeen with his parents at Genoa, where, in addition to his school work, he assisted, during the latter part of that period, in the work of the consular office. He then returned to Iowa City, entered the State University of Iowa, and at the same time he also commenced his work in the Johnson County Savings Bank. In order to give exclusive attention to business he gave up his college work about one year before the time for graduation, and during the remaining forty years of his life devoted himself to the banking business. At the age of twenty-two, in the absence of the cashier, he discharged the duties of that office, and at the age of twenty-three, became cashier of the bank, which position he held until the year 1880. He then concluded to come to Seattle, and among friends, for the most part residents of Iowa, arranged for capital to start a bank in this city. He further arranged with Mr. Ritz, a prominent business man of Walla Walla, to join in



ROBERT R. SPENCER

establishing the new bank and assist him in making the necessary local connections. With plans fully matured he left Iowa City and arranged with Mr. Ritz to meet him at the depot in Walla Walla. At Walla Walla, not meeting his friend at the train, he made inquiries at the station and ascertained that Mr. Ritz had died within the past few days. Nevertheless Mr. Spencer continued his trip to Seattle, and although a complete stranger in the city, within a few weeks had enlisted the requisite support of local capitalists and founded the new bank, which was organized under the state law, with a capital of one hundred thousand dollars, and bore the name of The Bank of Commerce. He arrived in this city February 16, 1889, and opened the bank for business on the 15th of May in one side of a storeroom on First avenue, the other side being occupied by a book store conducted by Griffith Davies. The first president of the bank was Richard Holyoke and the second, M. D. Ballard. In the fire of June 6, 1889, which reduced the business area of Seattle to a waste of ashes, soon to be covered by a city of tents, the building in which the bank was located was destroyed. Mr. Spencer remained in the building while it was still in flames, storing the money and books of the bank in the safe, and was only induced by his friends to leave shortly before the building collapsed. The same afternoon he took the steamer to Tacoma and secured the money necessary for the resumption of business. As a result of the fire there were only two brick buildings left standing in Seattle, one of which was the Boston block. In this building was the Haley-Glenn Grocery; and the day following the fire the Bank of Commerce and the Merchants National Bank both opened for business in the front windows of this grocery store, each bank being located in a window space about six by eight feet at the side of the entrance. Soon afterwards the bank secured quarters in a small storeroom in an old frame building at the corner of Second avenue and Cherry street, where the Alaska building now stands, renting it from a dressmaking establishment which had occupied it before the fire. The business of the bank was conducted in this one storeroom and the furniture consisted of a small counter, one small table and a few chairs. The Merchants National Bank was located in similar quarters across the hall, and Dexter Horton & Company, Bankers, had quarters in the Kilgen block, a partially completed building a few doors south. Shortly after the close of banking hours upon each business day, the officers and employes of the various banks could be seen, each with a loaded revolver in his pocket, with the gold and currency of the bank gathered in sacks, carting the same to the safe deposit vaults, then located at the foot of Cherry street. As a consequence of the numerous removals resulting from the rebuilding of the city and the change of business locations, the bank was later located from time to time, at First and Yesler, at Second and Cherry in what is now known as the Railway Exchange building, and in its present quarters in the Leary building.

Soon after its organization the bank was reorganized under the national banking laws, with its present name of The National Bank of Commerce of Seattle, with a capital of three hundred thousand dollars. Of this institution, like its predecessor, Mr. Spencer acted as cashier and the chief active officer until the year 1906. Under his management the bank passed safely through the panic of 1893.

Early in the nineties, H. C. Henry, following the path of his railroad construction, came to Seattle, and soon afterwards became vice president of the National

Bank of Commerce. Upon the retirement of M. D. Ballard, about 1898, he succeeded to the presidency and has ever since been connected with the institution.

After 1897 the growth of the bank, like that of the community, was rapid. In 1906 there was merged with it the Washington National Bank. The combined institution was capitalized at one million dollars, and at once became one of the leading financial institutions of the northwest, its resources now amounting to about fourteen million dollars. Mr. Spencer became first vice president, continuing as such till the time of his death. The panic of 1907, following very closely upon the merger of these two banks, was a period of great anxiety and responsibility for those engaged in the banking business in Seattle. Mr. Spencer was the head executive of the bank present at that time, and one of the bankers of longest experience then doing business in Seattle, and his responsibilities were correspondingly heavy. It is largely due to the policies which he supported that the banking interests of this city passed through the crisis unscathed.

Mr. Spencer was one of the original incorporators of Seattle's first clearing house and at the time of his death was one of the two surviving signers of the articles of incorporation of that institution still left in active banking business in this city.

From the time of the formation of the Bank of Commerce, Mr. Spencer was not only identified at all times with the banking business of Seattle but also was actively connected with various other important business interests. He was elected a director of the Seattle Brewing & Malting Company at the time of its organization and was subsequently made its vice president. He was also a director and vice president of the San Juan Fishing & Packing Company, a director of the Denny-Renton Clay & Coal Company and the Mexican-Pacific Company and president of the Monticello Steamship Company, which runs a line of steamers between San Francisco and Vallejo.

Mr. Spencer was married at Iowa City, Iowa, August 30, 1876, to Louise E. Lovelace, a daughter of Chauncey F. and Sarah L. Lovelace, of that city. Mrs. Spencer and their children, Mary S. de Steiguer and Oliver C. Spencer, now vice president of the State Bank of Centralia, survive him.

Mr. Spencer was noted for his restless energy, quick decision, resourcefulness and disregard of nonessentials. In his business dealings he was remarkable for his openness and candor. He played the game with all his cards on the table. His nature was preeminently social, and he was a well-known member of the Rainier, Seattle Athletic, Arctic, Seattle Yacht and Seattle Golf and Country Clubs. He was an enthusiastic sportsman and from time to time took keen interest in hunting, yachting, cycling, motoring and golf. In politics he was always a consistent, and in early life an active and enthusiastic republican.

Mr. Spencer died on the 4th day of January, 1916. Resolutions were adopted by the Seattle Clearing House, the National Bank of Commerce, the Seattle Brewing & Malting Company and various other organizations. As showing the consideration in which he was held by his associates, we quote the following from the resolutions of the National Bank of Commerce:

"At Seattle, January 4, 1916, Mr. Spencer, after a few hours' illness, passed away. He had for nearly thirty years been a high and active officer of this bank, and his long experience, sound judgment and thorough knowledge of banking in every branch made his services as an executive officer invaluable and his

place most difficult to fill. Mr. Spencer always took a deep personal interest in the business of the bank's patrons, many of whom have often expressed their deep appreciation of his sound and kindly advice and will feel with us that they lose in him a true and loyal friend whose experience, ability and deep interest make his loss doubly felt. He was a man of fine ability and unswerving honor, and in the long course of his business career his integrity was never doubted nor his word questioned. He was generous, unselfish, of a loyal and kindly heart, and while winning many friends, never lost one."

ALBERT HANSEN.

Albert Hansen is today the pioneer jeweler of Seattle and the only one remaining in active business of the little coterie of jewelers of the early days who were prominent in furthering the early business development of the city. He came from California to Washington in 1883 and opened a small jewelry establishment in Seattle, first occupying a part of a store on First avenue where now stands the Rainier Grand Hotel. In the early part of 1884 he removed to Commercial street, between Yesler Way and Washington street, there again occupying but part of a store. The fall of 1884 witnessed his removal to the old Yesler-Leary block, which was situated on the corner of First avenue and Yesler, and there for the first time he utilized an entire store room, with his workshop on the floor above. While in that building he extended the scope of his business by the establishment of a piano department, at which time he was appointed agent for the Steinway and Knabe pianos, a stock of those instruments being kept in rooms on the upper floor. Mr. Hansen remained in that building until the great fire of 1889, when he lost almost his entire stock of jewelry, watches and silver, as well as the complete stock of pianos.

Following the memorable conflagration he secured temporary quarters in the Boston block on Second avenue, where he remained for about fifteen months or until the Sullivan block was finished on First avenue. In that place he occupied a large and commodious store, which he fitted out with a largely increased stock, remaining in that location until 1906, when he removed to the Lowman building at the corner of First avenue and Cherry street. In addition to the regular store a basement storeroom was opened of nearly the same size, in which was carried a complete assortment of Tiffany goods, bronze and glass. The continued increase of the business made it necessary to seek still larger quarters in 1913, when the location was changed to the Leary building on Second avenue. Each removal that he has made has been caused by the necessity of obtaining larger quarters. This is the only establishment left of the old-time jewelry houses, his contemporaries of the early days having either retired or transferred their business to other parties. Mr. Hansen well merits the success which has crowned his efforts, making him one of the wealthy residents of Seattle. He has never dissipated his energies over a broad field but has concentrated his efforts along the line of his chosen vocation, studying the trade, meeting the demands of the people and at all times following methods which neither seek nor require disguise. He has ever held to the highest stand-

ards in the personnel of the house, in the line of goods carried and in the treatment of patrons and has embedded in the life of the country a much needed lesson that an honestly conducted business, in accordance with the great laws which control all legitimate enterprises, has risen to the forefront of all of the businesses of the northwest.

CROW FAMILY.

James J. Crow was born April 5, 1842, in Missouri; crossed the plains in 1849 into Oregon, and came to Seattle in September, 1860.

Emma Russell Crow was born in Indiana, September 10, 1845; crossed the plains in 1852 into Oregon, and came to Seattle in 1853; died July 21, 1906.

James J. Crow and Emma Russell were married in September, 1862, by Judge Thomas Mercer in Seattle.

James Crow and the writer began work together in March, 1861, at clearing the site of the old university tract and continued at painting, carpentering, fence building, etc., much of that year. Very soon after his marriage he and his bride settled upon a land claim where the present town of Kent stands, not far from the land claim of Samuel W. Russell, Mrs. Crow's father.

Mrs. Crow was the sister of Mrs. Mary J. Terry, and Thomas, Robert and Alonzo Russell.

The children of James and Emma Crow were all born in King county: George Russell, born February 19, 1864; died July 12, 1908; Thomas Elmer, born January 14, 1866; Emma Ellen, born July 12, 1867; Anna May, born January 14, 1869; died November 24, 1891; James Alonzo, born April 5, 1870; Joseph Wright, born April 26, 1872; Robert W., born December 6, 1873; Edward L., born August 28, 1875; Charles William, born July 20, 1877; died June 27, 1914; Mary May, born August 3, 1879; Elizabeth Jane, born September 10, 1881; Samuel Woodburn, born April 15, 1883; Monroe Earl, born July 5, 1885; died December 31, 1898.

CHARLES M. ANDERSON.

Charles M. Anderson has left the impress of his individuality upon the history of business and railway development in Seattle and the northwest. Imbued at the outset of his career with firm purpose and laudable ambition, he has so directed his efforts as to take advantage of all the opportunities which have come to him, and while promoting individual success, he has contributed to public prosperity by reason of the nature of his activities. He may be termed a captain of industry, for he represents that class who are capable of marshaling the forces of trade and commerce and directing them for the benefit of the majority.

Mr. Anderson was born at Lexington, Illinois, January 3, 1858, a son of Professor Alexander Jay Anderson, notable as one of the prominent educators

of the northwest, who was born November 6, 1832, while his parents, Mr. and Mrs. Joseph Anderson, both natives of Scotland, were temporarily residing at Grey Abbey, near Belfast, Ireland, where the father was executing a building contract. When a youth of seventeen years the father had come to America, and after acquiring citizenship had returned to Scotland, where his marriage occurred. Five years later he once more made his way to the United States and established his home in New York, on the banks of the St. Lawrence. While engaged in the work of felling a tree he was accidentally killed, and later his widow removed with her little children to Lockport, Illinois. Alexander Jay was but six months old when his parents sailed for the new world. Because of the father's early death and the straitened circumstances of the mother, he had but limited opportunities in his youth. He was ambitious, however, to secure a good education and used every opportunity to further his knowledge. He could not attend school regularly, for from an early age he had to depend upon his own resources for a livelihood and at times he would be forced to put aside his text-books in order to work in the store, the printing office or in the schoolroom as teacher. At all times, however, he held to his purpose of acquiring education and in 1856 was graduated from Knox College at Galesburg, Illinois. Already his business training had brought to him valuable experience and it was characteristic of him that he learned from each experience the life lesson which it contained. He entered upon the work of teaching at Lisbon, Illinois, afterward assisted in the publication of an educational work in Chicago and later was a teacher in Lexington, Illinois. His ability in that field was pronounced and he displayed special aptitude in building up institutions which seemed to have almost reached the point of disintegration. Several times he took hold of schools which were in a most run-down condition and his executive control as well as his ability to impart instruction turned the tide and made the school a success. When in 1861 he took charge of the Fowler Institute at Newark, Illinois, it had but six pupils, but after six years under his direction the school enrolled three hundred pupils.

Professor Anderson heard the call of the west and he felt it his duty to aid in the educational development of the new country. To do this required considerable personal sacrifice, for he had to abandon a position paying eighteen hundred dollars a year, with a promised increase of two hundred dollars annually if he would remain, and accept a salary in the west of but twelve hundred dollars. In 1869, upon the completion of the Central Pacific Railroad, he carried out his intention and as principal took charge of Tualitin Academy, an endowed Congregational institution at Forest Grove, Oregon, and the preparatory department of the Pacific University. He spent a year there as professor of mathematics and four years as principal, and the usual result of upbuilding the institution followed his efforts. He then removed to Portland, Oregon, where for two years he was principal of the Central school and for one year principal of the high school. At the end of that time he received a call from the university of the territory of Washington, which had been struggling for an existence through a number of years. After several failures, attempts were made to conduct it as a private school, but its doors had been closed for some time when Professor Anderson took charge in 1871. At first he and his wife were the only teachers but subsequently they called their son, Charles M. Anderson,

to their aid and after strenuous efforts the legislature was prevailed upon to give assistance to the work of resuscitating this institution. An annual appropriation of two thousand dollars, extending for two years, was granted with a promise that by the 1st of March there should be in attendance thirty free scholars to be appointed by members of the legislature. This involved hardships in the attempt to revive the institution but Professor Anderson met the conditions. After two years the legislature made no further appropriation, but a public-spirited citizen, Henry Villard, came to the rescue and gave individually the sum previously donated by the legislature. Professor Anderson was working untiringly and succeeded in raising the work of the school to the regular collegiate standard. The old saying that nothing succeeds like success was then demonstrated, for the legislature came to the front with assistance and the school numbered among its pupils those from all sections of the state and from Oregon as well. Normal and business classes were graduated in 1880 and college classes in 1881 and 1882. At the end of the school year of 1882 Professor Anderson resigned, having in the meantime built up the institution until there was an enrollment of more than three hundred pupils. He was then called to Whitman Seminary in 1882 and had the name changed to Whitman College. The freshman class of that year constituted the first graduating class of 1886. Such was the success of his labors that in the second year a large building was erected and the charter was amended, whereby the scope, facilities and opportunities of the school were greatly increased. The attendance grew rapidly and there was large demand made for the graduates of the school. For nine years Professor Anderson controlled the activities and directed the policy of Whitman College and then retired after thirty-five years of most active and strenuous connection with educational work. Who can estimate the value of his service in the upbuilding and revival of new and old institutions sending their graduates out into every walk of life, well trained and with high ideals? Professor Anderson has indeed left the impress of his individuality for good upon the history of the state.

In the fall of 1856 Professor Anderson wedded Miss Louisa M. Phelps, who was born on the shores of Lake Chautauqua, New York, and is a representative of an old Massachusetts family of English lineage. They became the parents of six children.

The eldest, Charles M. Anderson, early turned to the field of activity which he has made his life work. He was but twelve years of age when he began studying engineering and a year later he became connected with a railroad company, working through the summer months when not in school. In January, 1878, he took up the profession of teaching as assistant to his father in Seattle, devoting the succeeding three and one-half years to that work. He then went to Walla Walla to become the successor of his brother as assistant teacher in Whitman College but after a year he returned to Seattle, where he had previously opened an office for the transaction of business connected with engineering. One of his first important contracts was in connection with the first plant of the city water-works, known as the Yesler system, and later he installed the McNaught and Jones systems. He served also as county engineer and extended the street-car line from Columbia to Renton. He laid out at least one-fourth of Seattle, made the first mineral survey in Washington and subdivided many sections of

King county, particularly in the vicinity of Seattle. The Moore Investment Company made him its engineer and among the works of his hand is the topographical map of Capital Hill. In 1884 he organized the Anderson Engineering Company, which was incorporated eight years later. He has done considerable work for the state on the tide flat lands and served as land surveyor under contract with the national government. He has done expert work in Alaska for various companies and his engineering skill was employed in determining the route of the Alaska Central Railroad Company, of which he was appointed chief engineer upon its organization in 1902.

On the 19th of September, 1889, was celebrated the marriage of Mr. Anderson and Miss Laura McPherson, a daughter of William A. McPherson, a merchant of Seattle. Their children are Mary, Isabella, Lizzie Ferry, Laura Marjorie and Chester McPherson.

Mr. Anderson votes with the republican party and is much interested in its success and the adoption of its principles, although he never seeks nor desires office. To promote its interests, however, he has frequently been a delegate to county and state conventions. He is well known in connection with the military history of Washington, having organized a battalion among the university students soon after his arrival in Seattle. He also aided in organizing the Seattle Rifles, a company which served at the time of the Chinese riots. He was on the military board when the National Guard of Washington was organized and became colonel of the Second Regiment of the State Guard. He organized a regiment of eight companies in eastern Washington and became colonel of that command. Four of these companies afterward served in the Philippines. Coming to the northwest in the period of early manhood, Charles M. Anderson has made his life work of great benefit to his adopted state. He has held to high professional ideals which have found exemplification in his career as the years have gone by, and he stands today as one of the leading civil and consulting engineers of the northwest.

LOW FAMILY.

John N. Low was born in Licking county, Ohio, April 17, 1820; died in Snohomish, Washington, February 17, 1888.

Lydia Colburn was born in Somerset county, Pennsylvania, May 27, 1820; died in Snohomish, December 12, 1901.

They were married in Illinois.

Their children were: Mary L., born December 1, 1842, in Bloomington, Illinois; Alonzo, born December 29, 1844, same place; John V., born January 18, 1847, same place; died February 8, 1902, in Pierce county; Minerva, born August 6, 1849, in Bloomington; died July 28, 1858, in Thurston county; Amelia A., born at Alki, October 8, 1852; Luella S., born at Olympia, April 17, 1857, and died there in 1859; Charles H., born same place, February 12, 1855; died in Seattle, June 12, 1887; Horace C., born in Olympia, May 24, 1859, died in Snohomish, June 25, 1876; Sarah F., born in Olympia, July 24, 1862.

Mary Low and Mr. Sinclair were married in 1863.

Their children were: Alvin E., born at Port Madison, March 28, 1864; died May 21, 1865; Clarence W., born November 14, 1866; died in Seattle, November 23, 1905; May H., born in Snohomish, April 28, 1869.

By a second marriage of Mary Low Sinclair, Frances Merrill was born in Berkeley, California, in 1882, and Ruth Merrill, born in Oakland, California, May 28, 1894.

Nettie Low and George Foster were married in Seattle in 1873.

Their children were all born in Seattle, excepting the youngest: Raymond Plympton, June 22, 1874; Edwin Starr, May 30, 1876; Frank Henry, December 6, 1878; Ethel Hilda, February 4, 1881; Ruth Lora, December 22, 1884; Arthur George died in Saratoga, California, August 4, 1892.

EDWARD CAMANO CHEASTY.

In the history of business enterprise in Seattle it is imperative that mention be made of Edward Camano Cheasty, as he made for himself a prominent position among the leading residents of the city. Honored and respected by all, no man occupied a more enviable position in mercantile and financial circles, not alone by reason of the success he achieved, but also owing to the straightforward business policy which he ever followed. However, he made business but one phase of an active existence, ever finding time for cooperation in well defined and practical plans for the city's upbuilding and improvement. His demise occurred June 12, 1914, when he was in the fiftieth year of his age. He was born on Camano island, in Island county, Washington, on the 9th of October, 1864, his parents being Edward S. and Margaret (McNamara) Cheasty, both of whom were natives of Ireland. They became pioneer residents of the Puget Sound country, where the father arrived in 1858 and the mother in 1860.

Reared in the northwest, Edward C. Cheasty early became imbued with the spirit of enterprise and progress characteristic of this section of the country. He acquired a public-school education in Seattle and also attended the University of Washington, liberal educational advantages thus qualifying him for life's practical and responsible duties. He was still comparatively young when he became connected with the dry-goods trade as an employe of the firm of Boyd, Poncin & Young in Seattle, gaining with them his initial experience along mercantile lines. On leaving their employ he removed to San Francisco, where for three years he was with the house of J. J. O'Brien & Company. In 1888 he returned to Seattle and embarked in business on his own account, founding a men's furnishing goods establishment known as Cheasty's Haberdashery, Incorporated. He carried an extensive line of both men's and women's wearing apparel and had one of the leading establishments of this character on the Pacific coast. He built up the business to large and extensive proportions and was ever most careful in maintaining high commercial standards in the personnel of the house, in the character of goods carried and in the treatment accorded patrons. The policy of the house was ever an unassailable one and the name of Cheasty stood in Seattle as a synonym for business integrity and enterprise.

At times Mr. Cheasty turned from commercial pursuits to the pleasures of club life and companionship, holding membership in the Rainier, Seattle Athletic, Seattle Golf and Country Club and the Firloch Club of Seattle. He also belonged to the Athletic Club of New York and the National Democratic Club of that city. He was likewise a member of the Benevolent Protective Order of Elks. The features already indicated, however, did not constitute every phase of Mr. Cheasty's activity and interests. On the contrary there was no man more cognizant of the opportunities, duties and obligations of citizenship or one who performed his duty more thoroughly in that connection. He did important work for Seattle as a public official. In 1892 he was called to the board of police commissioners, whereon he served for three years. He was made one of the commissioners from Washington to the Louisiana Purchase Exposition, acting in that capacity from 1902 until 1905, and in 1907 he represented the interests of the Alaska-Yukon-Pacific Exposition in Europe as a commissioner. In the same year he was appointed a member of the board of park commissioners of Seattle and continued in that capacity until 1910, acting as president of the board for one year. When he retired from that position he was tendered two public dinners by the leading citizens in recognition of the marked efficiency which he displayed in administering the affairs of the office, his efforts resulting in marked benefit to the community. His political allegiance was usually given to the democratic party, yet he placed the general welfare before partisanship and the interests of community, state and nation before personal aggrandizement. In all his public service he was actuated by a desire to make his country of the greatest possible benefit to the many. He was a broad-minded, cultured gentleman, of sound business judgment, of unfaltering enterprise and of keen discrimination.

HON. JOHN S. JUREY.

Hon. John S. Jurey, engaged in the general practice of law in Seattle for more than a quarter of a century, his residence here dating from November 1, 1889, has throughout the intervening period been accorded a liberal and, to a large extent, distinctively representative clientage, and the ability which he displays in the conduct of cases before the bar led to his selection for judicial honors in June, 1915, so that he is now serving as judge of the superior court. He was born in Boonville, Missouri, September 23, 1861, his parents being John S. and Sarah F. Jurey, who were natives of Virginia. In early life the father removed to Missouri and in the year 1849 crossed the plains with an ox train to California, following the discovery of gold on the Pacific slope. He remained in that state for eight or nine years and then returned to Missouri, where he engaged in farming near Boonville and it was upon the old homestead farm in Cooper county that his son John was born.

Having mastered the branches of learning taught in the common schools of his native state, John S. Jurey continued his education in the Missouri State University, where he pursued a law course, being graduated in 1882 with the degree of LL. B. He had been identified with farm work through the period of his

boyhood and youth and until he attained his majority. While working on the farm he also studied shorthand and read law whenever opportunity permitted him to do so. Following his graduation from the university he became private secretary to United States Senator Francis M. Cockerell, of Missouri, and served in that position for four years, after which he came to the state of Washington and located in Seattle on the 1st of November, 1889. Here he has since made his home, devoting his energies to general law practice, and the ability which he has displayed in the prosecution of cases has won for him a gratifying clientage and has connected him with much important litigation. On the 7th of June, 1915, he was appointed by Governor Lister as judge of the supreme court of King county and is now serving upon the bench where his course is in harmony with his record as a man and lawyer, distinguished by the utmost fidelity to duty and by a masterful grasp of every problem presented for solution.

On the 6th of April, 1892, at Boonville, Missouri, Mr. Jurey was united in marriage to Miss Mary Virginia Bunce. In politics he is a democrat and since attaining his majority has been a Mason. He is also identified with the Woodmen of the World, has been an Elk since 1894 and for a year has been a member of the Moose. He belongs to the Sons of the American Revolution and to the Seattle Commercial Club and his interest at all times has been broad and varied, touching those things which have effect upon the general welfare of society and upon the advancement of municipal progress.

MOSES R. MADDOCKS.

Fifty-eight years have come and gone since Moses Redout Maddocks arrived in Washington. Through the intervening period he has watched with interest the growth and development of the state and is largely familiar with its history. He was born in Bucksport, Maine, November 13, 1833, a grandson of Ezekiel Maddocks, who was born in Wales and established his home in Massachusetts when he crossed the Atlantic to the new world. He afterward removed to Maine, where his son, Ezekiel Maddocks, Jr., was born in 1789. The latter married Esther Blood, of English and Puritan ancestry and a representative of one of the old colonial families. The parents of Moses R. Maddocks were members of the Congregational church. The father died in his fifty-third year, leaving a widow with four children, but she only survived him seven years and was laid to rest by his side in the cemetery at Bucksport, Maine.

Moses R. Maddocks was the youngest of his father's children and was left an orphan when but fourteen years of age. After his mother's death he spent two years with his uncle, John Boyd Blood, occupying his time with farm work through the summer, while in the winter he attended school. Later he studied for two years in the Bucksport Seminary, working for his board at the Bucksport Hotel, attending the stock and also acting as chore boy. In 1851 he became associated with his brother, M. B. Maddocks, in farming and lumbering near Brewer, Maine, where he remained until the fall of 1856, when he heard and heeded the call of the west.

Mr. Maddocks traveled by rail from Portland, Maine, to Fond du Lac, Wis-

consin, where he joined two men by the name of Smith, former residents of Maine. They traveled together up Wolf river to Gill's Landing, where they purchased a team and then proceeded to St. Paul and to St. Anthony. At the latter place Mr. Maddocks worked in the timber and logging camps and in the spring of 1857 formed a partnership with two others and purchased a portable sawmill at the mouth of Rum river, but drought and the grasshopper plague caused hard times and in the fall he sold out and returned to the east. Making his way to New York city, he became a steerage passenger on a westward bound vessel, from which he landed at San Francisco on the 1st of October, 1857. By steamer he proceeded to Sacramento and by stage to Oroville, where he engaged in placer mining at eight dollars per day and board, there continuing until the fall rains and high water made further mining impossible. In partnership with two others he purchased a claim and one mile of ditch and there mined for several months, but their lack of success caused them to sell their ditch for irrigation and abandon their claim.

Mr. Maddocks then determined to go to a lumber country and proceeded to Humboldt Bay, where he accepted a position in a sawmill at forty dollars per month, but after three months hard times caused the mill to be shut down. Returning to San Francisco, he took passage on the steamer Columbia for Puget Sound, landing at Port Gamble in March, 1858. There he found employment at good wages and after a short time obtained a contract for cutting logs. At the end of a year he purchased an ox team and continued logging for the same company for six years more. Prosperity attended him during that period and he also became recognized as a prominent factor in the public life of the community. In 1863 he received the democratic nomination and was elected to the state legislature, in which he served through the winter of 1863-4, in the meantime selling his logging business.

Mr. Maddocks arrived in Seattle in the spring of the latter year and in partnership with Amos Brown and John Condon built the Occidental Hotel, having charge of its erection and owning a third interest. After conducting the hotel with his partners for about a year Mr. Maddocks sold out to John Collins and became the partner of Gordon Kellogg in the ownership of a drug store. After eighteen months he purchased his partner's interest and successfully conducted the store for seventeen years, selling out in 1882, since which time he has been engaged in the management of his property interests and investments, owning both city and country real estate. He lost quite heavily in the great fire of June, 1889, but hardly were the flames extinguished before he began the erection of a brick building at the corner of Madison and Front streets and thirty days later it was leased for a term of years, the first year's rent paying for the building. He has realized handsome profits upon his investments owing to the rapid rise in property values in Seattle and this part of the state. At one time he was the owner of four hundred acres of land on the White river bottom, all of which he sold at a good profit, save seventy acres on which he erected a summer residence. On that place he conducted a dairy with Durham and Jersey cows, selling the product to the Condensed Milk Factory.

In 1866, in Seattle, Mr. Maddocks was married to Miss Susie Williamson, of New York. He belongs to the Masonic fraternity, with which he has been identified since 1862. His life has been well spent and the industry and deter-

mination which he has displayed, together with his sound judgment and keen sagacity, have brought him most creditable and gratifying success, enabling him to become the possessor of property from which he now derives a most substantial income.

L. H. GRIFFITH.

L. H. Griffith is a capitalist and promoter of Seattle whose sagacity is keen, whose vision is broad and whose efforts are practical and resultant. These things have made him a valued citizen of the northwest, his efforts constituting an effective force in bringing about the upbuilding of the metropolis of Washington. Each step in his career has been a forward one and it has brought to him a broader outlook and wider opportunities, which he has utilized to their full advantage, so that he seems to have realized at any one point in his career the possibilities for successful accomplishment at that point, not only for individual benefit but also for the public good.

Mr. Griffith was born in August, 1861, and completed his education in Cornell College at Mount Vernon, Iowa, in 1883. Even prior to that time, however, he had made his initial step in the business world as a clerk in the First National Bank of Fremont, Nebraska. Between the years 1883 and 1886 his time was largely spent in traveling and prospecting in Washington, during which time he made frequent trips into the interior and into the mountainous regions, whereby he gained a broad knowledge of the natural resources of the country and of the wealth which awaited the efforts of man. He felt that such a rich country must be speedily developed and that there was opportunity for the upbuilding of a large city upon the coast to care for the trade interests that must arise from the natural conditions. He visited Spokane, Tacoma and other places, but believed that the most promising future was before Seattle and accordingly took up his abode in this city, then a small town, in 1886. He established a brokerage office in the Occidental Hotel and since that time has figured prominently in financial circles. After a brief period he entered into a partnership with Dellis B. Ward under the firm name of Ward & Griffith. He has conducted extensive operations from the beginning and has invested several million dollars intrusted to his care. The rapid growth of his business resulted in the formation of a new company in March, 1890, under the name of the L. H. Griffith Realty & Banking Company, with a paid up capital of three hundred thousand dollars, Mr. Griffith becoming the president of the new concern.

In many of the important public projects of the city Mr. Griffith has been a leading factor. He was active in developing the electric street railway system of Seattle, becoming one of the organizers and the treasurer of the West Street, Lake Union & Park Transit Company, which was consolidated with the Seattle Street Railway, forming the Seattle Electric Railway & Power Company, on the 1st of November, 1888. At that time there were but five miles of track in the city and the cars were drawn by horses. Preparations were at once made to electrify the road, this being one of the first systems to follow such a course in the United States, there being then but two lines of electric railways in the coun-

try. On the 7th of April, 1889, the Seattle Electric Railroad began operations as the first electric road west of the Mississippi, Mr. Griffith's efforts being an important element in accomplishing this purpose. It has been one of the strongest forces in the development of Seattle and its suburbs and Mr. Griffith as president of the company directed its development and operations.

A man of resourceful ability, he has by no means confined his attention to one line. He became president of the Fremont Milling Company and president and general manager of the San de Fuca Land Company; a director of the Seattle National Bank; a director of the Green Lake Railway & Power Company, and also superintendent of many private interests and enterprises. He was most active in the plan for connecting Lakes Union and Washington with Puget Sound by a maritime ship canal. His name is associated with almost every enterprise that has contributed to the upbuilding and welfare of the city. He was the author of the Jackson street regrade, regarded as one of his biggest successes, bringing a very large district in touch with the center of the city. He promoted, organized and established the Westlake market, one of the successful institutions of Seattle, and was president of the California Colonization Company, with headquarters at Sacramento, effort being made to colonize lands of Tehama county. While in California he proposed a drainage canal from Sacramento to Suisun for the purpose of carrying off possible flood waters of the Sacramento valley in preference to raising the levees. The project to raise the levees was abandoned, but the canal project was allowed to rest until the development of better financial conditions. Mr. Griffith is the author of a gigantic project to build subways under Seattle, the idea being the concentration of traffic around terminals and the advancement of real estate values. He has worked out a plan that has been approved by competent engineers that will bring the shores of Lake Washington and Elliott bay within four minutes of each other. A subway from the Smith building to Lake Washington has already been partially subscribed for and will undoubtedly be completed in the very near future.

Mr. Griffith was the head of the fifteen hundred thousand dollar enterprise that built the electric line from Seattle to Tacoma in 1891. He promoted the Seattle Street Railway and in 1889 bought the control but later sold it. He built the first electric line in Guatemala, Peru, and he instituted the plan of a boulevard on the west shore of Lake Union, from Seattle to Fremont. About 1890 he promoted and built the first electric plant in Blaine, Washington. He promoted and leased the Seattle Theater at Third and Sherry streets, which was Seattle's first high grade theater. Later he transferred the lease to J. D. Lowman. In 1889 he organized the Seattle National Bank with a capital of two hundred and fifty thousand dollars and was its first vice president. He built the factory at North Seattle, in which were constructed the first twenty-five electric cars used in the city. During the Klondike-Alaska rush he equipped and operated the gasoline schooner Chetco, carrying passengers direct to Dawson City. He organized the Boston & Alaska Transportation Company, which was later absorbed by the Yukon Transportation Company. He did much to promote the Pacific highway from Seattle to San Francisco and is doing much to commercialize the same by automobiles and auto trucks, believing that they will give a blanket development to the country traversed which will ultimately displace steam traction.

The success of Mr. Griffith has not aroused envy because it has meant the upbuilding of others interests. With him every day has marked off a full-faithed attempt to know more and to grow more. His accomplishments have resulted in large measure from hard thinking, which always results in easier methods. Some one has trenchantly put it that "Success is not dependent upon a map, but a time-table," that "Opportunity is universal, not local." This basic truth has found expression in the life record of Mr. Griffith. In a word, he has accomplished the task of the hour, never delaying any work that he could do at the moment. Moreover, he is a student; he studies conditions, opportunities and possibilities. He has realized that the simple processes are those which win results and while his plans have resulted in gigantic achievement they have not been intricate and involved. He is alert and wide-awake and makes each day count in bringing about his purpose. He always has some plan in the making and he never stops short of successful accomplishment. A man of well balanced capacities and powers, he has occupied the central place on the stage of action almost from the time when his initial effort was made in the field of business.

INDEX

Alaska-Pacific Express Company..... 532
Alaska Purchase 530
Alaska Seal Fisheries 532
Alaska Shipping Interests..... 530
Alaska-Yukon-Pacific Exposition 503
Anderson, C. M..... 872
American Institute of Bankers..... 483
American Savings & Trust Company.482–484
Annual Bank Clearings..... 484
Anti-Chinese Agitation and Riots..... 455
Arctic Club 594
Automobile Disaster 698

Bagley, C. B..... 748
Bagley, Daniel 710
Bakers and Confectioners 631
Baking Powder and Extracts..... 632
Banks and Bankers..... 478
Bank Deposits in 1893..... 481
Bank of British Columbia 480
Bank of California 486
Bank of North Seattle 480
Bank for Savings 483–486
Bass, D. W..... 841
Bell, W. N..... 824
Benevolent Protective Order of Elks..... 591
Blaine, E. F..... 796
Board of Public Works..... 562
Boiler Making Industry..... 610
Bonded Indebtedness in 1915..... 559
Bonney, L. W..... 816
Boot and Shoemaking..... 600
Booth, L. S..... 707
Boren Family 852
Boston National Bank..... 480
Boys' and Girls' Aid Society..... 644
Braymer, A. A..... 842
Breweries 625
Brick, Tile and Terra Cotta Industries.. 623
Bridwell, Charles H. Murdered..... 693
Bringhurst, H. W..... 826
Brookes, A. M..... 813
Broom Making 612
Brother Jonathan Wrecked..... 629
Brown, Amos 756
Building Operations 636
Burke, Thomas 805

California State Telegraph Co..... 670
Campbell, James 850
Canadian Bank of Commerce..... 482
Cann, T. H..... 853
Cann, T. H., Jr..... 856
Carkeek, M. J..... 787
Casto, William 663
Central Council of Woman's Organizations 495
Chadwick, H. A..... 819
Chamber of Commerce..... 573
Chapin, Herman..... 727
Charter Commission 548
Charter of 1890..... 548
Charter of 1896..... 550
Cheasty, E. C..... 876
Chilberg, Nelson 866
Christian Women Organize..... 488
Colkett, W. J..... 754
Colvin, O. D..... 834
Commercial State Bank..... 483
Copper River and Northwestern Ry..... 539
Citizens National Bank..... 483
Citizens State Bank..... 483
City Attorneys 559
City Clerks 559
City Comptrollers 559
City Councilmen 559
City Improvements in 1875..... 678
City Improvements in 1907..... 553
City Treasurers 559
City Treasurer Defaults 550
Clallam Disaster 654
Classic Culture Club..... 493
Clothing Manufacturing 613
Clubs, Societies and Fraternities..... 573
Coldest Winter 663
Columbia Lost 657
Country Club 580
Crawford, S. L..... 798
Crockett, S. D..... 713
Crow Family 872

Denny, A. A..... 758
Denny, D. T..... 704
Denny, H. L..... 803
Denny Clay Company..... 624
Denny Iron Mines..... 632
Denny-Renton Clay & Coal Co..... 624
Dexter Horton & Company 484
Dexter Horton National Bank 479–484
Downing, Edward B. & Company..... 480
Drought of 1868..... 667
Dwyer Manufacturing Company..... 609

Early Business Men 663
Early and More Important City Plats.. 563
Earthquake of 1872..... 676
Edwards, J. W..... 840
Equal Political Rights League..... 488
Equal Rights' Association..... 488

Federal Reserve Bank..... 486
Fire of 1879..... 684
Fire in 1902..... 696
First Election Under 1869 Charter..... 547

First Furniture Factory 611
Fur Industry 602
Forst Motor Boat in Seattle..... 691
First Municipal Street Railway 556
First National Bank 480–485
First Reinforced Concrete Structures.... 637
First Settlement Work 494
First Shoe Factory 601
First Town Trustees 545
Flour Mills 626
Fremont State Bank..... 482
Frye, G. F..... 722
Furth, Jacob 732

German American Bank 483
German American Mercantile Bank..... 484
Girls' Home & Training School..... 500
Goddard Brothers & Company..... 610
Good Templars 487
Gospel Ship Launched 686
Grambs, W. J..... 818
Grand Army of the Republic.....583
Green Lake Bank..... 483
Greene, R. S..... 728
Griffith, L. H..... 880

Hall Brothers' Shipyard.....614
Haller, G. O..... 744
Hanford, C. H..... 773
Hanford, Clarence 794
Hansen, Albert 871
Harper, F. C..... 835
Harris, George W. Company..... 480
Hinekley, T. D..... 788
Hoge Building 640
Home Consumers' League..... 496
Horton, Dexter 763–478
Horton, G. M..... 857
Horton & Denny's Bank..... 478
House of the Good Shepard..... 491
Hughes, E. C..... 815
Hurricane of 1875..... 678

Ice and Ice Cream Industries..... 628
Ide, C. W..... 859
Industrial Seattle 597
Ingraham, E. S..... 790
Iron Working Plants 603

Jackson, D. B..... 762
Jacobs, Orange 738
Japanese American Bank 483
Japanese Commercial Bank..... 486
John Walter Ackerson Home..... 496
Jones, T. E..... 851
Jurey, J. S..... 877

Kilbourne, E. C..... 766
Kinnear, George 714
Kinnear, J. R..... 804
Knights of Pythias..... 587

Ladies' Hebrew Benevolent Society..... 499
Ladies' Mite Society..... 487
Ladies' Relief Society.....488–489
Latimer, N. H..... 800
Leary, John 724
Legislature Asks for Tide Lands..... 475
Library Association 490
List of Women's Clubs..... 497
Lord, H. C..... 792

Low Family 875
Lowman, J. D..... 801

McGilvra, J. J..... 740
McGraw, J. H..... 769
McNaught, James 668
Machine Shops & Foundries..... 602
Mackintosh & Reeves..... 480
Maddocks, M. R..... 878
Marine Savings Bank..... 481
Masonic Fraternities 580
Maynard, D. S..... 828
Mercantile Bank 483
Mercer, Thomas 701
Merchants National Bank..... 480
M. E. Deaconess Home & Training School 494
Metropolitan Bank 483–485
Metropolitan Building Company..... 637
Moody, Dwight L., holds meeting..... 692
Moran Brothers Company..... 606
Moran, Robert 605
Morgan-Guggenheim Interests 541
Mortgage Trust & Savings Bank..... 484
Mother's Congress & Parents Teachers' Ass'n. 496
Municipal Government 545
Municipal Plans Commission..... 554

National Bank of Commerce.....482–485
National City Bank 485
National Council of Women 495
Naval Reserve Association..... 697
Neterer, Jeremiah 862
Nile Temple 584
Northern Bank & Trust Company..482–486
Northern Navigation Company..... 540
N. P. Railway Gives Seattle Same Tariff Rate as Tacoma..... 693
Northwestern Trust & Safe Deposit Company 482
Notable Marine Disasters..... 649

Object of Women's Clubs..... 498
Odd Fellows 582
Oriental American Bank.....482–486
Osgood, F. H..... 812

Pacific Coast Steamship Co..... 536
Pacific Steamship Wreck 650
Panic of 1893 481
Panic of 1907 483
Parental School for Boys..... 646
People's Savings Bank 486
Phillips, Horton & Company..... 479
Plummer's, Charles, Masonic Funeral.... 666
Prosch, T. W..... 836
Puget Sound Banking Company 479
Puget Sound Fire Clay Co..... 624
Puget Sound National Bank 480
Puget Sound Telegraph Line 677

Queen's Last Voyage..... 656

Rainier Club 577
Rainier Valley State Bank..... 483
Recall of Mayor Gill..... 555
Reed, T. M..... 829
Ronald, J. T..... 837
Root, M. A..... 843
Rope, Sails and Tent Manufacturing.... 630

Sander, F. E. 761
Scandinavian American Bank.....481–485
Schillestad, Ole 850
Schroeder, H. A. 811
Schwabacher Bros. & Co. 669
Seamen's Institute 643
Seattle a City 546
Seattle in 1860 659
Seattle in District 12 National Reserve Center 484
Seattle Annexations 553
Seattle Athletic Club 578
Seattle Bank of Commerce 480
Seattle Bureau of Associated Charities.. 491
Seattle Chess Club 684
Seattle Clearing House 480
Seattle Commercial Club 576
Seattle Day Nursery 496
Seattle Dry Dock & Shipbuliding Co.... 621
Seattle Fire Dept. 501
Seattle's First Teacher 487
Seattle's Great Fire 419
Seattle's Growth in 1876 681
Seattle Humane Society 641
Seattle Ice Factory 687
Seattle Jockey Club 696
Seattle Loan & Savings Agency 479
Seattle's Mayors 548
Seattle National Bank 486
Seattle's Population 698
Seattle Title & Trust Company 480
Seattle Women's Club 493
Shipbuilding Plants 617
Shuey, H. O. 844
Sisters of St. Joseph 495
Sitka Trading Company 532
Smith, H. A. 846
Smith, L. C., Building 639
Spencer, R. R. 868
State Bank of Seattle.....482–485
Steamship Companies in Alaska Trade.. 541
Stratton, J. A. 723
Struve, F. K. 753
Struve, H. G. 750
Sunset Telephone Company 690
Stevens Post, G. A. R. 686

Taylor, Mrs. W. H. 487
Temperance Week 488
Terry, C. C. 799
Terry, E. L. 864
Theodora Home 641
Thomson, R. H. 820
Tibbetts, G. W. 858
Transportation Club 579
Trimble, W. P. 860
Tri-State Bankers' Convention 483

Union Savings & Trust Company 485
University Bank 483
University Club 595

Valencia Wrecked 652

War Vessels Built 608
Washington Children's Home Society... 492
Washington Industrial Welfare Commission 497
Washington National Bank 480
Washington Savings Bank 480
Washington Savings & Loan Association 486
Washington State Equal Suffrage Association 492
Washington State Federation of Women's Clubs 493
Washington Trust Company 482
Waterhouse, Frank 823
Webster, John 772
Whitworth, F. H. 703
Woman's Christian Temperance Union.. 488
W. C. T. U. of Western Washington..490–493
Woman's Commercial Club 495
Woman's Educational Club 495
Woman's Home Society 490
Woman's Suffrage Bill 490
Woman's Suffrage Lecture 487
Woman's Suffrage Voted by Legislature. 489
Woman's Work 487
Women's Century Club 493
Woodin, M. R. & Son's Tannery 599
Wright, George S., Disappears 650

Yesler, H. L. 708
Young, E. W. 867
Young Men's Christian Association 591
Young Women's Christian Association.. 496